DIESEL ENGINE MANUAL

BALDWIN-LIMA-HAMILTON CORP.
EDDYSTONE DIVISION
PHILADELPHIA 42, PA.

BALDWIN
BLH
LIMA-HAMILTON

DIESEL ENGINE MANUAL

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EDDYSTONE DIVISION
PHILADELPHIA 42, PA.

15 00

RW Murray
S.A.L. R.R.

MANUAL DE-111

ENGINE MANUAL

for

600 SERIES DIESEL ENGINES

This manual applies to the following models only

Model 606—606-A
and 608-A

Price $2.50 each

BALDWIN-LIMA-HAMILTON CORPORATION
PHILADELPHIA, PENNA.

9-15-50
Rev. 6-15-51

~~Page 18 DE11 where used~~
~~+19~~

~~Page 24 DE11 Torque values~~
~~(leave in)~~

Page 114 - DE111 - crank
shaft deflection .103 [illegible]
.0015 check 5186-123

~~Page 602 - little How~~
~~much deflection when~~
~~chain properly tightened~~

~~1467 - 1462 - 63 - 64 - 65 - 67~~
~~1427 1482-91~~
1430
~~1432~~

15⁰⁰

RW Murray
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MANUAL DE-III

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FOREWORD -OMIT

This manual is published by the Baldwin-Lima-Hamilton Corporation and covers the description and maintenance of the 600 Series Diesel engines as installed in Diesel-Electric Locomotives. The 600 series includes six and eight cylinder Diesel engines of both the supercharged type and normally aspirated type.

The information contained herein is written for men who have a fundamental knowledge of internal combustion engines and their repair. Elementary definitions and details of basic shop procedures are therefore frequently omitted. The repair of some equipment on these engines requires a thorough knowledge of such work. If maintenance men experienced with such equipment are not available, consult a service engineer or return the equipment to the factory for repair.

A separate section of this book is devoted to each item listed in the table of contents. Each section has its independent series of page numbers and contains a brief general description of the item followed by specific maintenance information. The end of the sections list specifications summarizing clearances, dimensions, settings and similar facts for servicing the engines.

In order to help maintain maximum availability of Diesel Locomotives with the greatest economy the Baldwin-Lima-Hamilton "Unit Exchange" or the "Repair and Return" service plans are recommended for servicing certain items on the engine, such as Fuel Pumps, Fuel Injectors, Governor, Lubricating Oil Pump, Water Pump and Turbocharger. Under these plans, replacement units are furnished from stocks on hand at various warehouses, or the original equipment is returned after being repaired. Arrangements for this service should be made through the nearest B.L.H. district office.

The recommended schedule for periodic maintenance of various items is published in a separate Maintenance Bulletin. Operating instructions for various types of locomotives and maintenance instructions for many auxiliary items of equipment are published in separate manuals or bulletins.

OMIT

TABLE OF CONTENTS

Page

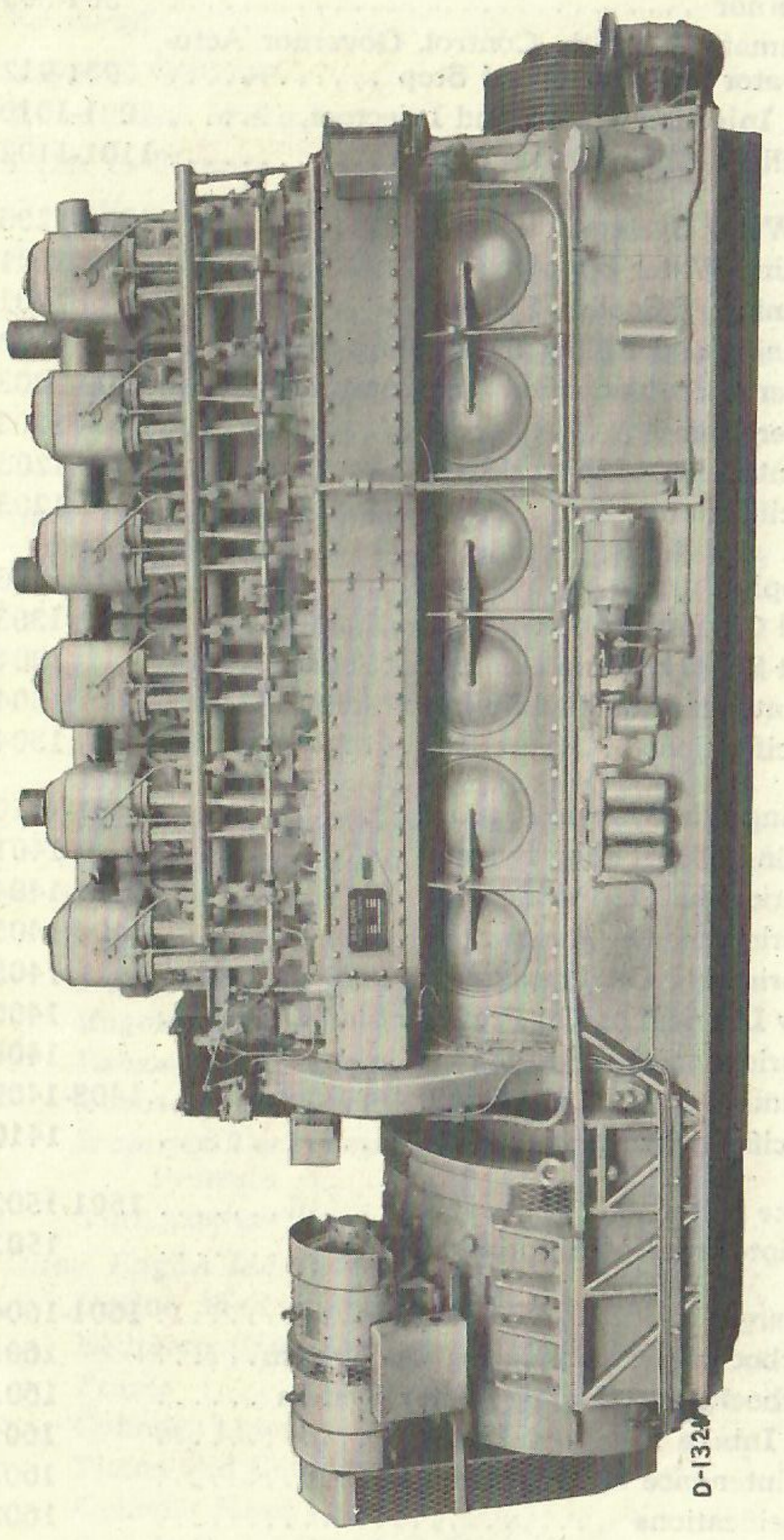
Foreword 1
Table of Contents 2-3
Illustrations of Engines 4-9
Index to Figures 10-12
Operating Description 13-14
General Data 15
Operating Routine 16-17
    Starting the Engine for the First Time or After a Long Period of Shut-Down 16
    Operating Routine After a Partial or Complete Overhaul 17
Operating Difficulties and Causes 18-21
    Engine Does Not Turn When Start Button is Pressed 18
    Engine Turns But Does Not Fire or Does Not Continue to Run After Releasing Start Button 18
    Irregular Operation 18-19
    Engine Overheats 19
    Excessive Exhaust Temperature 19
    Engine Knocks 19
    Engine Smokes 19-20
    Lubricating Oil Pressure Too Low 20
    Lubricating Oil Pressure Too High 20
    Engine Stops 20-21
    Excessive Lubricating Oil Consumption 21
    Turbocharger Overheats 21
    Incorrect Turbocharger Lubricating Oil Pressure 21
    Turbocharger Vibrates 21
Diesel Engine Maintenance 22
    Engine Maintenance—General 22-26
    Bedplate, Crankshaft and Main Bearings 101-118
    Frame 201-202
    Cylinder Liner 301-304
    Piston and Connecting Rod 401-408
    Cylinder Head 501-506
    Camshaft and Camshaft Drive 601-604
    Engine Timing 701-710

OMIT

Page

Diesel Engine Maintenance—Continued

    Governor 801-805
    Pneumatic Throttle Control, Governor Actuator and Overspeed Stop 901-912
    Fuel Injection Pumps and Injectors 1001-1010
    Auxiliary Chain Drive 1101-1102
Cooling Water System 1201-1206
    Cooling Water Supply 1201
    Cleaning of Cooling System 1201
    Draining and Filling the Cooling System 1202
    Water Circulation and Temperature 1202-1203
    Water Pump 1203
    Maintenance of Water Pump 1203
    Specifications 1203
Fuel Supply System 1301-1306
    Fuel Oil Purification 1301-1303
    Fuel Supply Pump 1304
    Maintenance of Fuel Supply Pump 1304
    Specifications 1304
Lubricating Oil System 1401-1410
    Engine Distributing System 1401
    Lubricating Oil Purification 1401-1404
    Lubricating Oil Renewal 1404-1405
    Lubricating Oil Pressure 1405
    Low Lubricating Oil Pressure Shut-Down 1406
    Lubricating Oil Pump 1408
    Maintenance of Lubricating Oil Pump 1408-1409
    Specifications 1410
Air Intake Filter 1501-1502
    Maintenance of Air Intake Filter 1501
Turbocharger 1601-1604
    Turbocharger Lubricating Oil System 1601
    Turbocharger Cooling Water System 1601
    Air Intake Manifold Pressure 1602
    Maintenance of Turbocharger 1602
    Specifications 1602
Crankcase Breather 1701-1702



Model 606 Engine (Normally Aspirated)
Figure 1
Valve Gear Side

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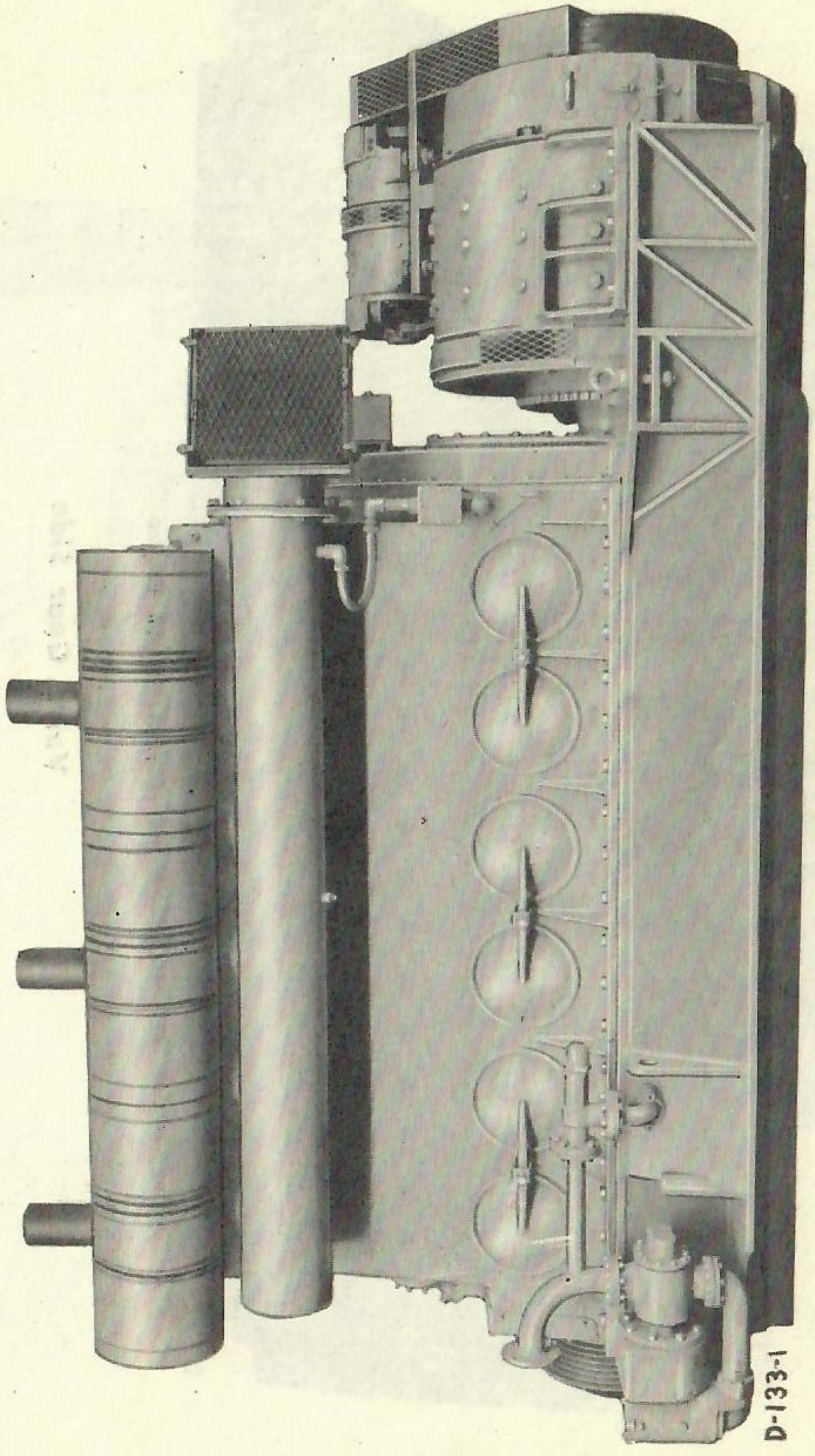

Model 606 Engine (Normally Aspirated)
Figure 2
Exhaust Side

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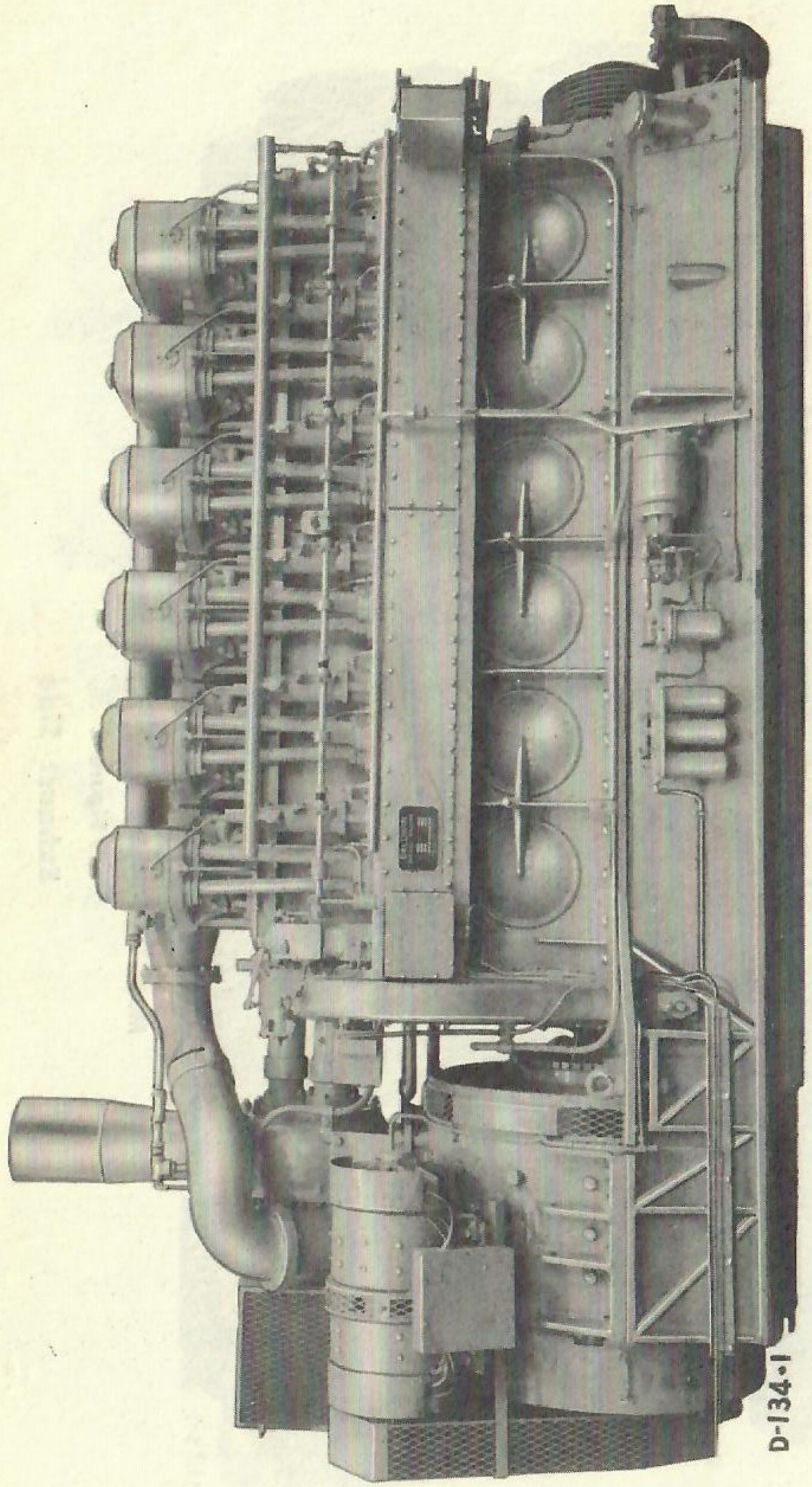

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Model 606A Engine

Figure 3

Valve Gear Side

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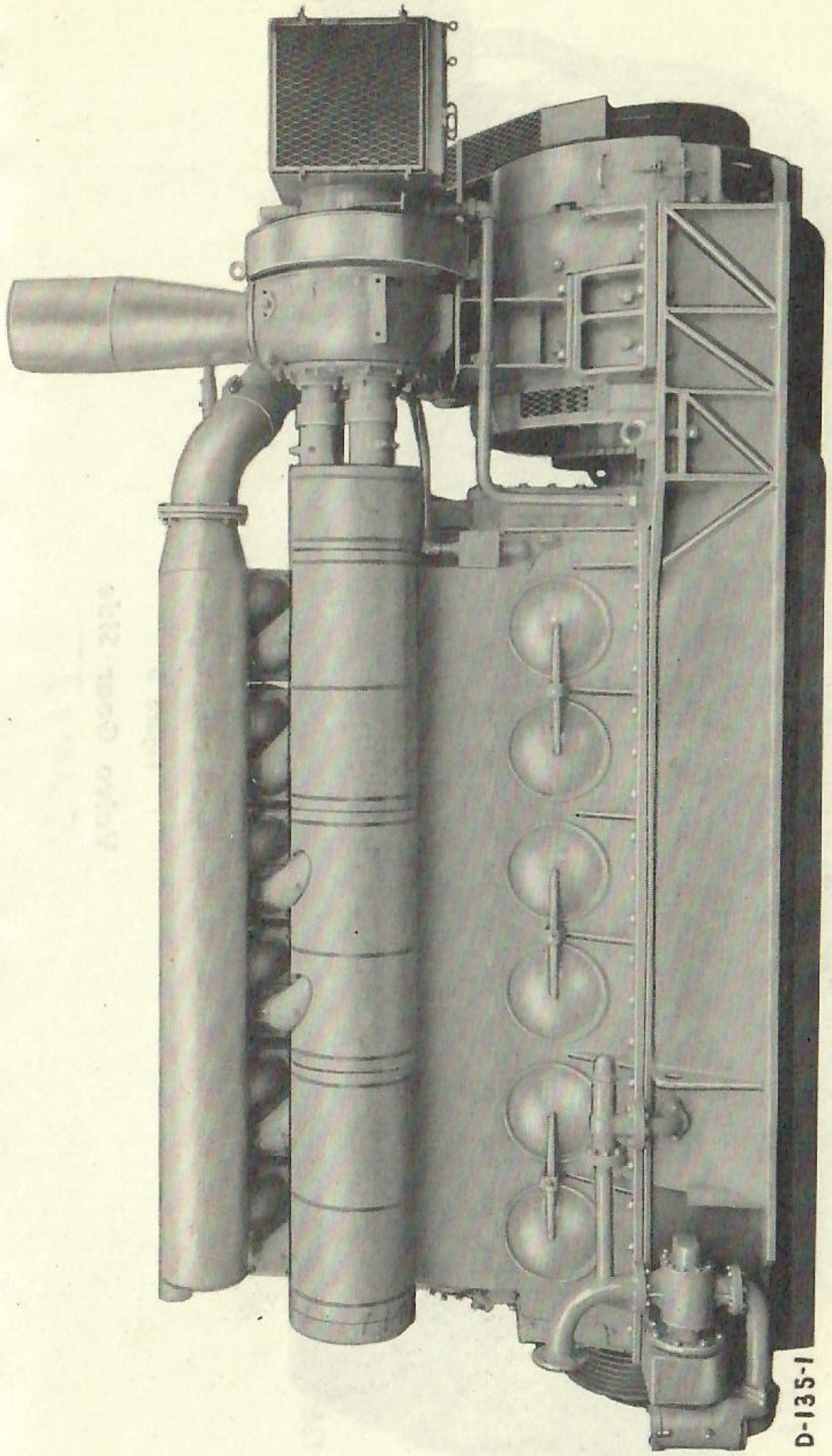

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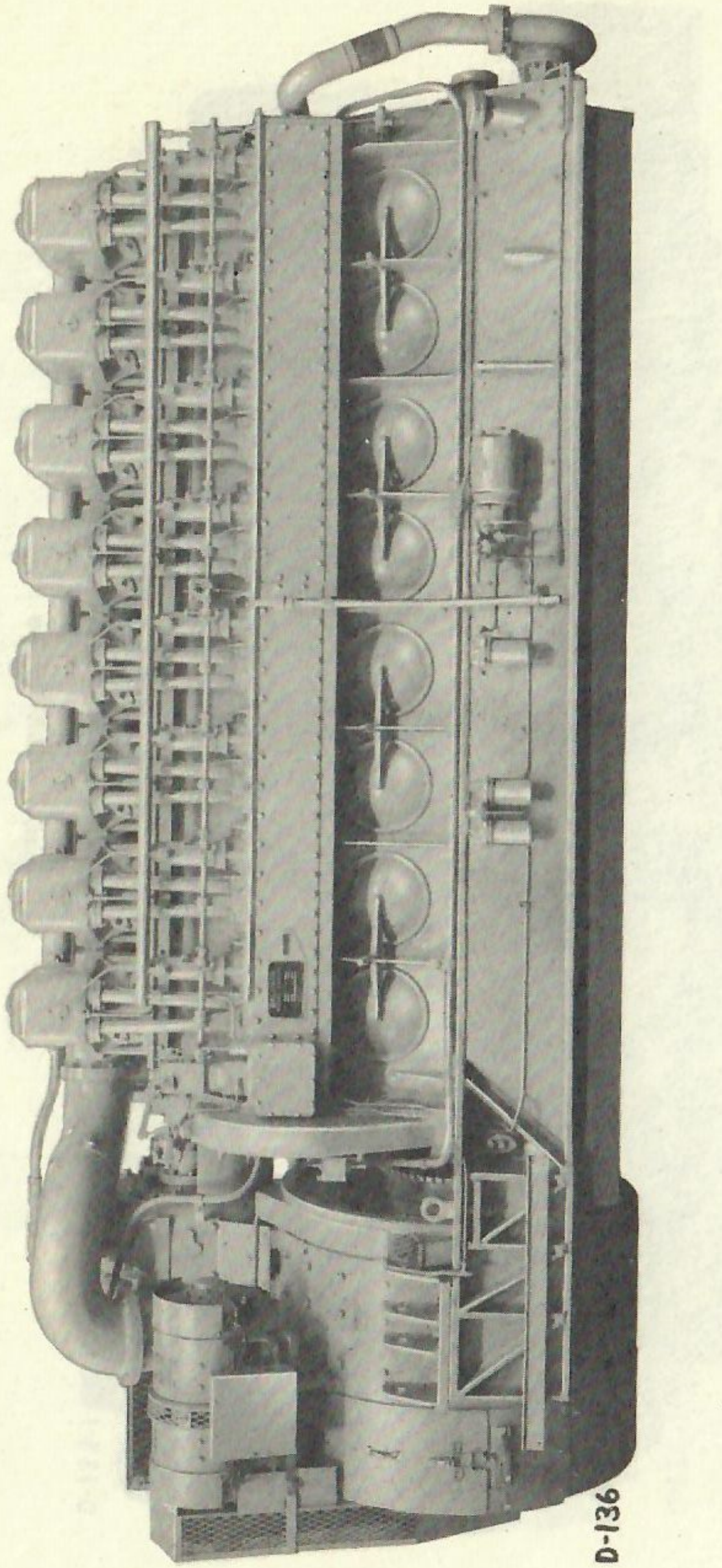
Model 606A Engine

Figure 4

Exhaust Side

OMIT



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Model 608A Engine

Figure 5

Valve Gear Side

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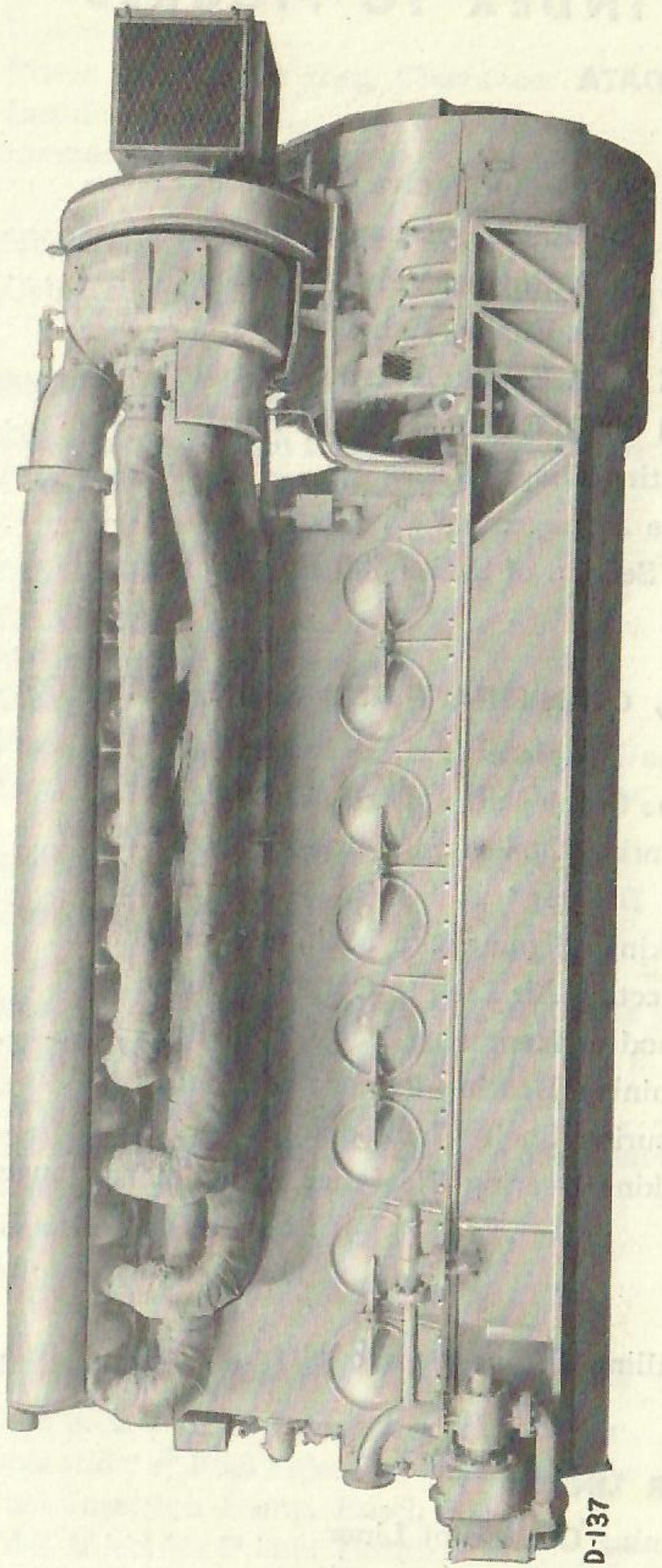


D-137

Model 608A Engine

Figure 6

Exhaust Side

OMIT

Omit

INDEX TO FIGURES

GENERAL DATA

Fig. *Page*

1. Model 606 Engine, Valve Gear Side............. 4
2. Model 606 Engine, Exhaust Side............... 5
3. Model 606A Engine, Valve Gear Side 6
4. Model 606A Engine, Exhaust Side 7
5. Model 608A Engine, Valve Gear Side 8
6. Model 608A Engine, Exhaust Side 9
7. Operating Diagram 13
8. Engine Arrangement Diagram 14
9. Cross Section of Series 600 Engine............. 25

BEDPLATE, CRANKSHAFT AND MAIN BEARINGS

1. Engine Bedplate 102
2. Engine Crankshaft 104
3. Measuring Deflection Between Crank Webs...... 106
4. Main Bearing 108
5. Checking Alignment of Main Bearings........... 110
6. Connecting Air Line to Cylinder Head........... 111
7. Method of Removing Bottom Shell............... 113
8. Examining Bearing Surface of Shell............. 114
9. Measuring Shell Thickness...................... 114
10. Checking Bearing Clearance with Feeler Gauge... 116

FRAME

1. Installing Frame on Bedplate.................. 202

CYLINDER LINER

1. Cleaning Outside of Liner..................... 301
2. Painting Over Rubber Rings.................... 301
3. Liner Removal Fixture......................... 302
4. Method of Checking for Roundness of Liner 302

OMIT

PISTON AND CONNECTING ROD

1. Piston Assembly 401
2. Piston and Piston Ring Clearances............ 402
3. Installing Piston 403
4. Connecting Rod Assembly 405

CYLINDER HEAD

1. Cylinder Head 501

CAMSHAFT AND CAMSHAFT DRIVE

1. Removable Link in Camshaft Drive Chain........ 602
2. Camshaft Chain Drive......................... 603

ENGINE TIMING

1. Camshaft 702
2. Valve Tappet Adjustment...................... 703
3. Checking Valve Timing........................ 706
4. Fuel Injection Pump.......................... 708
5. Fuel Injection Pump Inspection Window........ 708

GOVERNOR

1. Governor Section.............................. 805

PNEUMATIC THROTTLE CONTROL, GOVERNOR ACTUATOR AND OVERSPEED STOP

1. Governor Actuator and Linkage................ 902
2. Governor and Regulating Shaft Arrangement.... 905
3. Load Control Pilot Valve...................... 907
4. Resetting Overspeed Stop...................... 910
5. Adjusting Overspeed Stop...................... 911

FUEL INJECTION PUMPS AND FUEL INJECTORS

1. Operation of Fuel Injection Pump, Bosch 1002
2. Operation of Fuel Injection Pump, Bendix 1002
3. Fuel Injection Pump, Bosch 1004
4. Fuel Injection Pump, Bendix 1004
5. Fuel Injector, Bendix 1006
6. Fuel Injector, Bosch 1006
7. Balancing Fuel Injection Pumps 1009

OMIT

AUXILIARY CHAIN DRIVE

1. Auxiliary Chain Drive 1102

COOLING WATER SYSTEM

1. Water Pump 1202
2. Cross Section Drawing of Water Pump 1204
3. Diagram of Engine Cooling Water System 1205
4. Diagram of Engine Cooling Water System 1206

FUEL SUPPLY SYSTEM

1. Metal Edge Type Fuel Oil Suction Strainer 1302
2. Cartridge Type Fuel Oil Filter 1302
3. Cartridge Type Duplex Fuel Oil Filter 1303
4. Fuel Oil Supply Pump 1304
5. Diagram of Engine Fuel Oil System 1305

LUBRICATING OIL SYSTEM

1. Diagram of Engine Lubricating Oil System...... 1402
2. Lubricating Oil Filter (Circular Type) 1403
3. Lubricating Oil Filter (Flat Type) 1404
4. Engine Protective Shut-Down System 1407
5. Lubricating Oil Pump 1408
6. Lubricating Oil Strainer (Single Unit Type)..... 1409
7. Lubricating Oil Strainer (Three Unit Type)..... 1409

AIR INTAKE FILTER

1. Three Element Air Intake Filter and Silencer... 1501

TURBOCHARGER

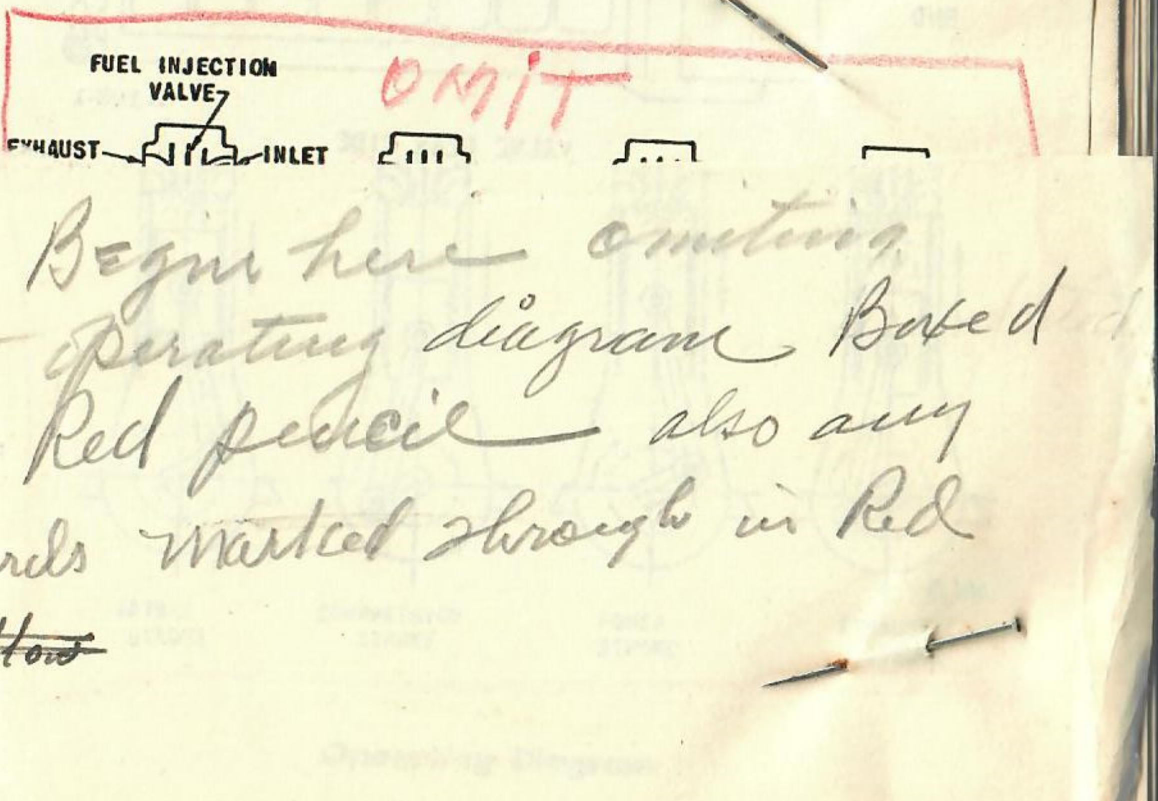
1. Cross Section Drawing of Turbocharger......... 1603
Section Drawing of Series 600 Engine Showing Fuel, Lube and Cooling Water Systems on Engine....... 1703

"BALDWIN
Model 606-606-A and 608A DIESEL ENGINES"

"OPERATING DESCRIPTION

The 600 Series Diesel engine is a four-cycle vertical in-line engine built as either a 6 cylinder normally aspirated or a 6 or 8 cylinder supercharged model." ~~Separate fuel injection pumps and injectors are provided for each cylinder. All pumps are engine driven with the exception of the fuel oil supply pump which is motor driven.~~

"In a four-cycle engine, there are four strokes of the piston, (two revolutions of the crankshaft), to complete one cycle of events. The piston moves downward on the intake stroke drawing in fresh air through the valves in cylinder head. On the following upward stroke of the piston, this air is compressed, the valves in the cylinder head being closed. Shortly before the piston reaches upper dead center, fuel is injected into this highly compressed air causing it to burn. The resulting expansion of gases forces the piston downward for the power stroke. On the following upward stroke, the burnt gases are expelled through the exhaust valves. The cycle is then repeated."



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~~Follow~~

~~Figure 7~~

OMIT

AUXILIARY CHAIN DRIVE

1. Auxiliary Chain Drive 1102

COOLING WATER SYSTEM

1. Water Pump 1202
2. Cross Section Drawing of Water Pump 1204
3. Diagram of Engine Cooling Water System 1205
4. Diagram of Engine Cooling Water System 1206

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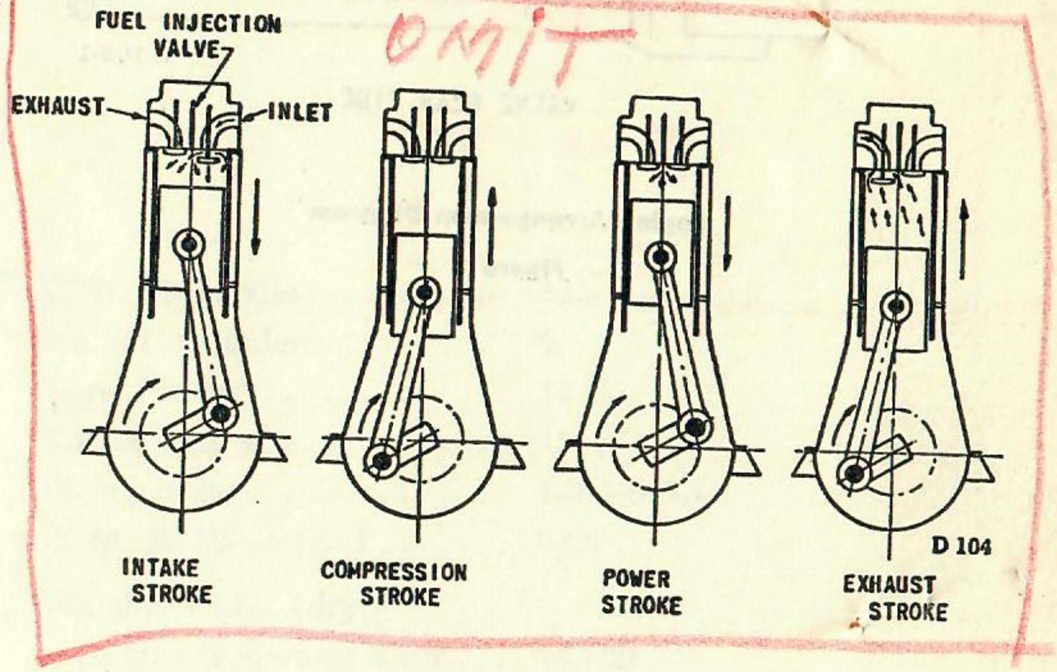
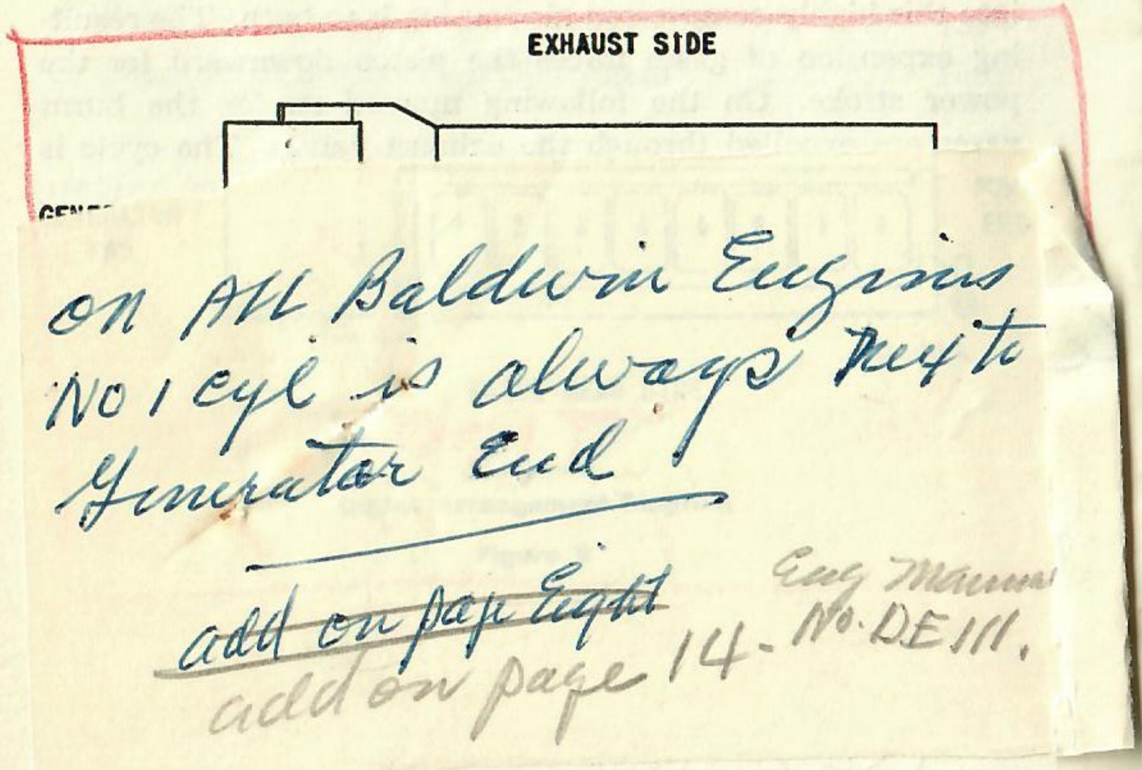


Operating Diagram

~~Figure 7~~

The turbocharged engine permits a higher output of power than a normally aspirated engine. The energy of the exhaust gas is used to drive a gas turbine which is directly coupled to a centrifugal blower. This blower supplies air to the engine cylinders, at a pressure above atmospheric. This air scavenges the hot gases from the cylinder and provides a charge of air of higher density and pressure. This increased amount of fresh air permits combustion of a greater quantity of fuel and consequently a higher output of power.

Figure 8 illustrates the engine arrangement as referred to in the following pages. The lubricating oil pump, water pump, strainers and filters are located at pump end of engine. The main generator, exciter and auxiliary generator are located at generator end. The direction of rotation is counterclockwise when viewed from the generator end.



on All Baldwin Engines
No 1 cyl is always next to
Generator End

~~add on page Eight~~
add on page 14 - Eng Manual No. DE 111.

GENERAL DATA

SUPERCHARGED

	8 Cylinder	6 Cylinder
H. P. for traction	1600	1200
Model	608A	606A
B. H. P.	1750	1315
R. P. M. at rated power	625	625
R. P. M. at idle	315	315
No. of cylinders	8	6
Bore inches	12¾	12¾
Stroke inches	15½	15½
Firing order	1-4-7-6-8-5-2-3	1-2-4-6-5-3
B. M. E. P.—P. S. I.	140	140
Weights—Lbs. (dry)		
Engine-Generator Unit	55,500	45,100
Main Generator	15,580	12,180
Auxiliary Generator	920	920

NORMALLY ASPIRATED

	6 Cylinder
H. P. for traction	800
Model	606
B. H. P.	875
R. P. M. at rated power	625
R. P. M. at idle	315
No. of cylinders	6
Bore inches	12¾
Stroke inches	15½
Firing order	1-2-4-6-5-3
B. M. E. P.—P. S. I.	93.5
Weights—Lbs. (dry)	
Engine-Generator Unit	44,100
Main Generator	12,180
Auxiliary Generator	920

Rev. 6-15-51

The turbocharged engine permits a higher output of power than a normally aspirated engine. The energy of the exhaust gas is used to drive a gas turbine which is directly coupled to a centrifugal blower. This blower supplies air to the engine cylinders, at a pressure above atmospheric. This air scavenges the hot gases from the cylinder and provides a charge of air of higher density and pressure. This increased amount of fresh air permits combustion of a greater quantity of fuel and consequently a higher output of power.

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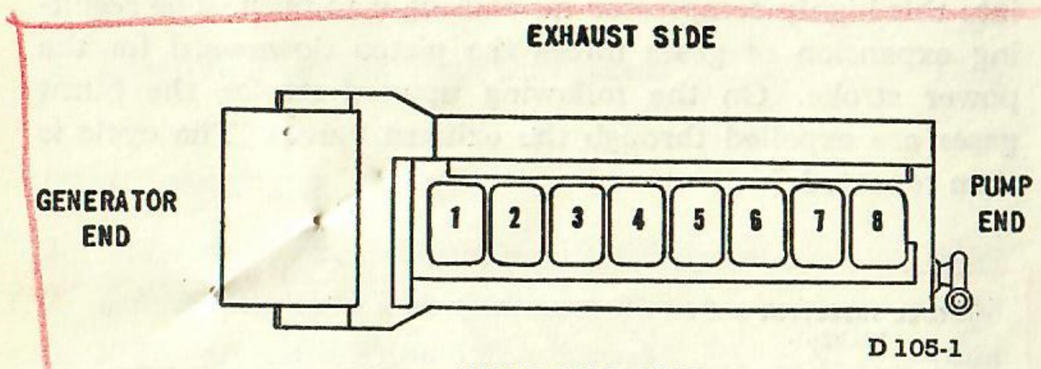


OMIT

Engine Arrangement Diagram

Figure 8

GENERAL DATA

SUPERCHARGED

	8 Cylinder	6 Cylinder
H. P. for traction..........	1600	1200
Model	608A	606A
B. H. P.	1750	1315
R. P. M. at rated power....	625	625
R. P. M. at idle..........	315	315
No. of cylinders........	8	6
Bore inches	12¾	12¾
Stroke inches	15½	15½
Firing order	1-4-7-6-8-5-2-3	1-2-4-6-5-3
B. M. E. P.—P. S. I.	140	140
Weights—Lbs. (dry)		
Engine-Generator Unit ...	55,500	45,100
Main Generator	15,580	12,180
Auxiliary Generator	920	920

NORMALLY ASPIRATED

	6 Cylinder
H. P. for traction...........	800
Model	606
B. H. P.	875
R. P. M. at rated power....	625
R. P. M. at idle...........	315
No. of cylinders.........	6
Bore inches	12¾
Stroke inches	15½
Firing order	1-2-4-6-5-3
B. M. E. P.—P. S. I.	93.5
Weights—Lbs. (dry)	
Engine-Generator Unit ...	44,100
Main Generator	12,180
Auxiliary Generator	920

OPERATING ROUTINE

STARTING THE ENGINE FOR THE FIRST TIME OR AFTER A LONG PERIOD OF SHUT-DOWN

a. Fill fuel tank with suitable fuel oil. For recommended fuel oil refer to B. L. H. specification MBG-102.

a b. Fill cooling system, with clean soft water. Refer to "Engine Cooling System." If atmospheric temperature is below freezing, use suitable anti-freeze solution in the water or place locomotive in heated building before filling cooling system. Great care must be exercised to prevent freezing of the water if anti-freeze is not used.

b c. Fill crankcase and camshaft trough to proper level with new lubricating oil. For recommended lubricating oil refer to B.L.H. specification MBG-101.

c d. Check the condition of lubrication of all accessories and apply lubricant as required.

d e. Clean and recharge the air intake filter unit.

e f. Pour new lubricating oil on all valve stems. If engine has been idle for a long period, use oil mixed with kerosene for initial lubrication of valve stems.

f g. If engine has been idle for a long period, remove the casings of fuel and lubricating oil strainers for complete cleaning of the elements, renew the cartridges in the fuel oil filter and lubricating oil filter.

g h. Run the fuel oil supply pump to prime the system. Open the vent on the fuel oil filter.

i. Remove crankcase covers and check the cylinder bores, and if dry, apply new oil into each cylinder when the piston is at the top position.

H j. Bar the engine over several complete revolutions. This will also prime the fuel pumps and injectors.

i k. Start the engine and operate at idling speed for ten minutes. Shut the engine down and check all bearings and pistons for lubrication and temperature.

j l. If conditions are satisfactory, operate the engine under light load for a half an hour. Shut down and inspect again before putting the engine into normal service. ~~Pay close~~ Give attention to all pressure and temperature gauges while engine is running.

OPERATING ROUTINE AFTER A PARTIAL OR COMPLETE OVERHAUL

a. When starting the engine after having installed new parts, such as pistons, piston rings, piston pins, cylinder liners, or bearings, check the condition of lubrication thoroughly as outlined in the preceding paragraph, and the same procedure for starting should be followed. The following operating and inspection procedure is recommended.

b. Operate the engine at idling speed for ten minutes and check the temperature and lubrication of all pistons and bearings or other newly installed parts.

c. If conditions are satisfactory, operate the engine under light load for half an hour. Shut the engine down and repeat the above inspection.

d. Operate the engine under normal load for an hour. Shut the engine down and again repeat the inspection.

e. The above "run-in" and inspection procedure should be executed carefully before the locomotive is returned to normal service.

OPERATING DIFFICULTIES AND CAUSES

ENGINE DOES NOT TURN WHEN START BUTTON IS PRESSED

a. Battery switch is open or loose battery connections.
b. Weak battery.
c. Bar or tool left in a place to block the engine from turning.
d. Engine stop switch open (if installed).
e. Multiple unit switch (if installed) is not in correct position. (1462-65+67, 1427, 1430, 1432, 1482-1491)
f. Starting contactors do not close. Check electrical system.
g. Emergency engine stop switch closed (if installed).

ENGINE TURNS BUT DOES NOT FIRE OR DOES NOT CONTINUE TO RUN AFTER RELEASING START BUTTON

a. Emergency fuel shut-off valve has been tripped.
b. Fuel tank empty.
c. Fuel supply pump not operating properly.
d. Clogged fuel strainer or filter.
e. Fuel system not primed ~~properly~~.
f. Lubricating oil pressure too low to keep the shut-down switch from operating.
g. Engine overspeed stop has been tripped.
h. Engine shut-down cylinder or solenoid valve not functioning properly. (USED ON SWITCHERS)
i. Insufficient oil in governor casing.

IRREGULAR OPERATION

a. Governor not functioning properly because of lack of oil or faulty adjustment.
b. Leak in the fuel suction piping causing air binding of the injectors.
c. Air or water in the fuel system.
d. Sticking or leaking injector valves or fuel injection pump plunger.
e. Sticking or leaking intake or exhaust valves.
f. Broken springs in injectors or fuel pumps.

g. Broken exhaust or intake valve springs.
h. Dirty or clogged fuel filter or strainer.
i. Insufficient fuel supply pressure because of dirty or faulty adjustment of relief valves or improper functioning of supply pump.
j. Unsuitable fuel oil. OIL DILUTION
k. Clogged air intake filter.

ENGINE OVERHEATS

a. Insufficient water supply in the system.
b. Dirt or scale deposited in the radiators.
c. Leak in water pump suction line.
d. Water pump not functioning properly.
e. Restrictions in water lines.
f. Engine overloaded.
g. Radiator fans not functioning properly.
h. Shutter control not functioning properly.

EXCESSIVE EXHAUST TEMPERATURE

a. Engine overloaded.
b. Late fuel injection.
c. Fuel injectors or injection pumps not functioning properly.
d. Faulty valve timing.
e. Unsuitable fuel oil.
f. Turbocharger not functioning properly.

ENGINE KNOCKS

a. Too early fuel injection.
b. Fuel injectors not functioning properly.
c. Cylinder head stud nuts not drawn up sufficiently.
d. Loose bearing bolts.
e. Exhaust header bolts not drawn up sufficiently.
f. Worn bearings.
g. Worn cylinder liners.
h. Unsuitable fuel oil.

ENGINE SMOKES

a. Engine overloaded or distribution of load between cylinders not equalized.

b Fuel injectors or injection pumps not functioning properly.
c. Late fuel injection.
d. Improper valve timing.
e. Clogged air intake filter.
f. Leaking exhaust or intake valves.
g. Clogged oil drain holes in wiper ring grooves.
h. Wiper rings not installed properly on piston.
i. Stuck or worn piston rings.
j. Unsuitable fuel oil.
k. Unsuitable lubricating oil. OIL DILUTION

LUBRICATING OIL PRESSURE TOO LOW

a. Insufficient lubricating oil in the sump.
b. Lubricating oil suction strainer clogged.
c. Pressure relief valve leaking, set too low, or spring broken in valve.
d. Lubricating oil pump not functioning properly.
e. Leak in lubricating oil system.
f. Heat exchanger clogged.
g. Lubricating oil filter clogged.
H. OIL DILUTION

LUBRICATING OIL PRESSURE TOO HIGH

a. Pressure relief valve stuck or set for too high a pressure.
b. Restriction in lubricating oil piping inside the engine.
c. Lubricating oil too heavy.
d. Lubricating oil temperature below standard operating conditions.

ENGINE STOPS

a. Fuel tank empty or broken supply line.
b. Emergency fuel shut-off valve has been closed.
c. Engine overspeed stop tripped.
d. Lubricating oil pressure has become too low and the shut-down has operated.

e. Fuel filter or strainer clogged.
f. Air or water in fuel lines.
g. Failure of fuel supply pump.
h. Governor not functioning properly.

EXCESSIVE LUBRICATING OIL CONSUMPTION

a. Unsuitable lubricating oil.
a b. Piston wiper rings worn excessively or stuck in grooves.
b c. Drain holes in piston ring grooves clogged.
c d. Piston wiper rings installed upside down.
d e. Oil level too high in the crankcase.
e f. Cylinder liners are worn excessively.

TURBOCHARGER OVERHEATS

a. Engine exhaust temperature too high.
b. Insufficient supply of cooling water.
c. Clogged circulating passages.
d. Turbo water jacket has excessive scale deposits.
e. Air intake filter clogged or not functioning properly.
f. Leaks in air intake header.
g. Low turbocharger discharge pressure.

INCORRECT TURBOCHARGER LUBRICATING OIL PRESSURE

a. Engine lubricating oil filter clogged.
b. Incorrect lubricating oil. OIL DILUTION
c. Obstructions in internal passages.
d. Pressure gauge not functioning properly.

TURBOCHARGER VIBRATES

a. Worn bearings.
b. Uneven deposit on impeller.
c. Impeller shaft or turbine wheel damaged.
D b. Thrust collar retaining nut loose.
e. Turbocharger holding down bolts loose.

DIESEL ENGINE MAINTENANCE

GENERAL INFORMATION

Baldwin-Lima-Hamilton Diesel engines are built to rigid standards and are designed to give low-cost service under continued hard use. The heavier the schedule, the more important maintenance becomes.

ACCURATE RECORDS

General observations should be recorded concerning the operation under varying conditions, excessive wear of moving parts and necessary replacements. Prompt recognition and correction of faulty performance is important.

REGULAR INSPECTION

Inspections should be made scheduled at regular intervals and rigid adherence to recommended PRACTICES overhaul periods is absolutely necessary. Recommendations in this Manual are for average operating conditions. Unusual conditions may necessitate changes, but the importance of systematic follow-up cannot be over-emphasized.

CLEANLINESS IS OF UTMOST IMPORTANCE

When working on the engine:

a. Clean all parts thoroughly.

b. Remove all dirt, scale and rust.

c. Be careful not to damage the machined surfaces of any piece.

d. Make sure no lint gets on the journals or bearings as it will cut and score the lining.

e. Keep water where it belongs, do not allow it to get into fuel oil and lubricating equipment.

f. Water causes most damage to fuel pumps, cuts valve seats and scores plungers.

HANDLE WORK IN AN ORDERLY MANNER

a. Always follow a definite routine taking care not to miss a single step.

b. Parts of assemblies and sub-assemblies must be kept together to prevent loss and to insure reassembly in the same group. Few items are interchangeable, therefore this is very important.

SAFETY TO WORKERS

Shop Repairmen must learn to be cautious in the handling of heavy parts as well as in the removing and reassembly of working units. The loss of a finger or even a hand may result from carelessness in any one of a dozen operations. Keep tools and parts up out of the way to prevent tripping over them.

ENGINE

The engine includes a number of group assemblies which are designed to work together at the highest possible efficiency. Thus it is possible to check the operation of several assemblies at one time and still follow a logical procedure which will insure the complete inspection and necessary adjustments required for proper maintenance.

The main assemblies of the engine are the Bedplate, Frame, Pistons, Connecting Rods, Cylinder Heads and Camshaft,

The Lubricating Oil, Fuel Oil and Engine Cooling Systems are described separately. It will be noted that the description and maintenance procedures recommended for the mechanically operated devices in these systems are described in their proper sections. Each of the main assemblies include several important sub-assemblies which are covered in logical order.

Following an overhaul the engine should be load tested. This offers an opportunity to observe the performance of the engine and take immediate action to make adjustments or correct operating difficulties before the engine is returned to normal service. Load testing must be done only by personnel who are carefully trained and have a thorough understanding of the inter-relation between electrical and mechanical portions of the engine-generator unit.

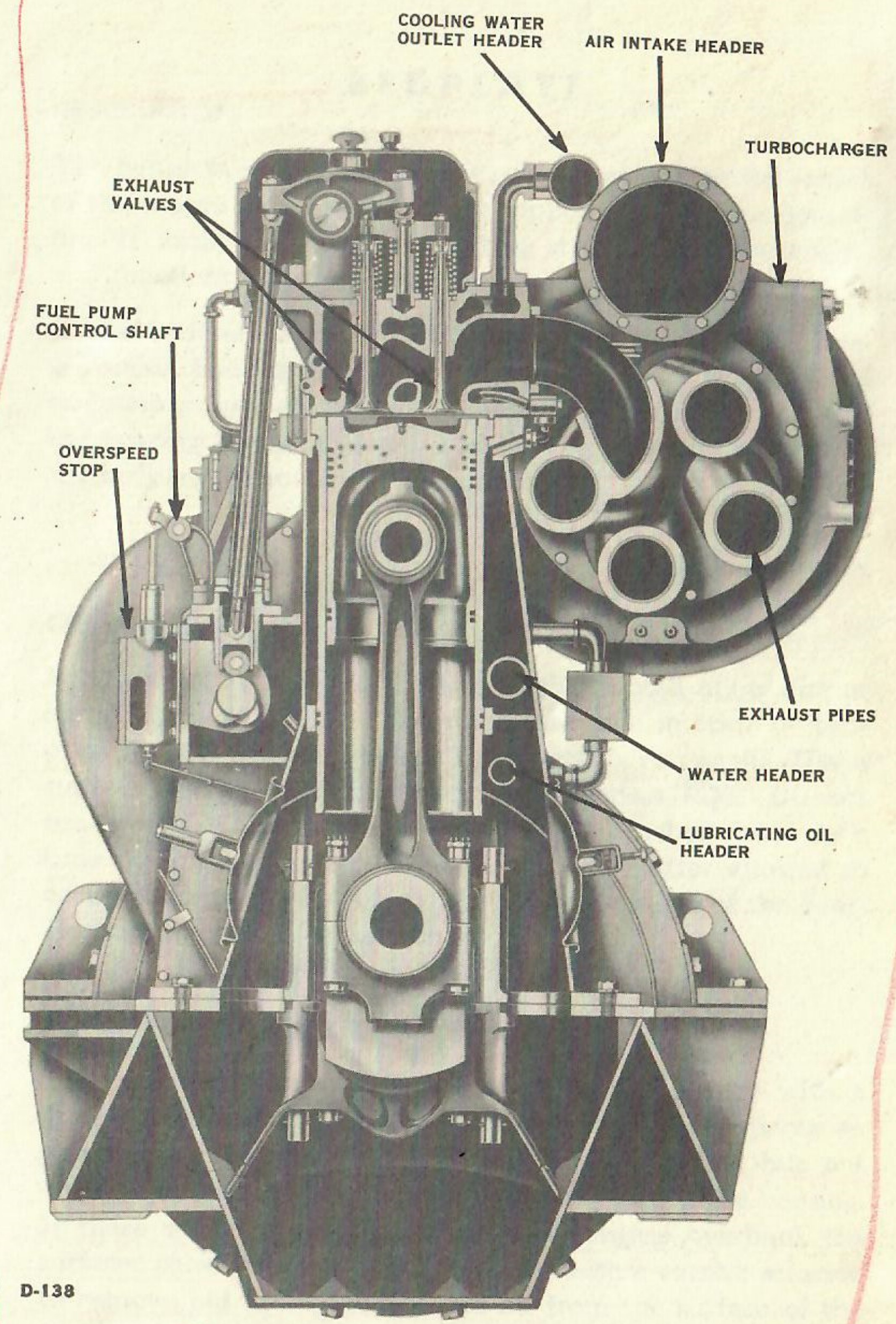
All nuts and bolts on the engine should be periodically tightened and a tightening procedure should be established as part of the regular maintenance program. The most accurate method of tightening is by means of a torque wrench and the following are the torque values to which the various nuts and bolts should be tightened.

Copy

TORQUE READINGS

2

Main bearing bolts	500 ft. lbs.
Main frame bolts	800 ft. lbs.
Outside frame bolts	500 ft. lbs.
Generator mounting bolts	500 ft. lbs.
Cylinder head nuts	1200 ft. lbs.
Generator coupling bolts	800 ft. lbs.
Spring sprocket to crankshaft bolts	270 ft. lbs.
⅜″ nuts and bolts	20 ft. lbs.
½″ nuts and bolts	50 ft. lbs.
⅝″ nuts and bolts	100 ft. lbs.
¾″ nuts and bolts	170 ft. lbs.


COOLING WATER OUTLET HEADER
AIR INTAKE HEADER
TURBOCHARGER
EXHAUST VALVES
FUEL PUMP CONTROL SHAFT
OVERSPEED STOP
EXHAUST PIPES
WATER HEADER
LUBRICATING OIL HEADER
D-138

OM11

Cross Section of
Series 600 Engine

Figure 9

NOTES

BEDPLATE, CRANKSHAFT, MAIN BEARINGS

BEDPLATE

DESCRIPTION

The bedplate is a welded steel structure, extending the length of the engine with extensions for supporting the main generator. It forms the lower supporting structure for the engine and functions as a reservoir for the engine lubricating oil.

omit

[~~The bedplate contains heavy transverse webs having integral main bearing saddles to support the main bearings and maintain proper crankshaft alignment.~~] Fitted steel caps hold the bearing shells in place. The bearing caps are secured to the bedplate by internal through bolts.

MAINTENANCE

CLEANING

If any work is done on the engine that would allow dirt or metal chips to get into the crankcase, the interior of bedplate must be cleaned before the engine is run again. Use a suitable solvent and wipe dry with lintless towels ~~rags~~. *Do not use waste!* The bedplate should be flushed out each time the oil is changed. Dirt and foreign matter allowed to accumulate in the crankcase will shorten the life of the bearings and may even cause them to fail.

PAINTING INSTRUCTIONS

The interior of the engine is painted ~~at the factory~~ with a ~~B.L.H. approved grade of~~ crankcase sealer. The spaces so painted include the inside of the bedplate, frame but not water passages or liner, cam trough, and chain drive housing. If these spaces are repainted after an engine overhaul, the surfaces should be thoroughly cleaned ~~with a caustic solution~~ to remove old paint, sludge, and oil from the surface of the metal. Failure to do this may cause the paint to peel off and clog up the lubricating oil lines and filters. Machined surfaces ~~such as the bearing bores, also flanges~~ or surfaces that receive gaskets or seals, should not be painted.

The external surface of the engine (after cleaning) should receive a good coat of primer followed by a coat of enamel. The fuel pump racks, control shaft springs, name plates, shaft pulleys, etc., and all other surfaces that are not to be painted should be covered with masking tape. In regard to the generator, protect all internal parts and all external wiring that does not have a metallic sheathing.

Omit

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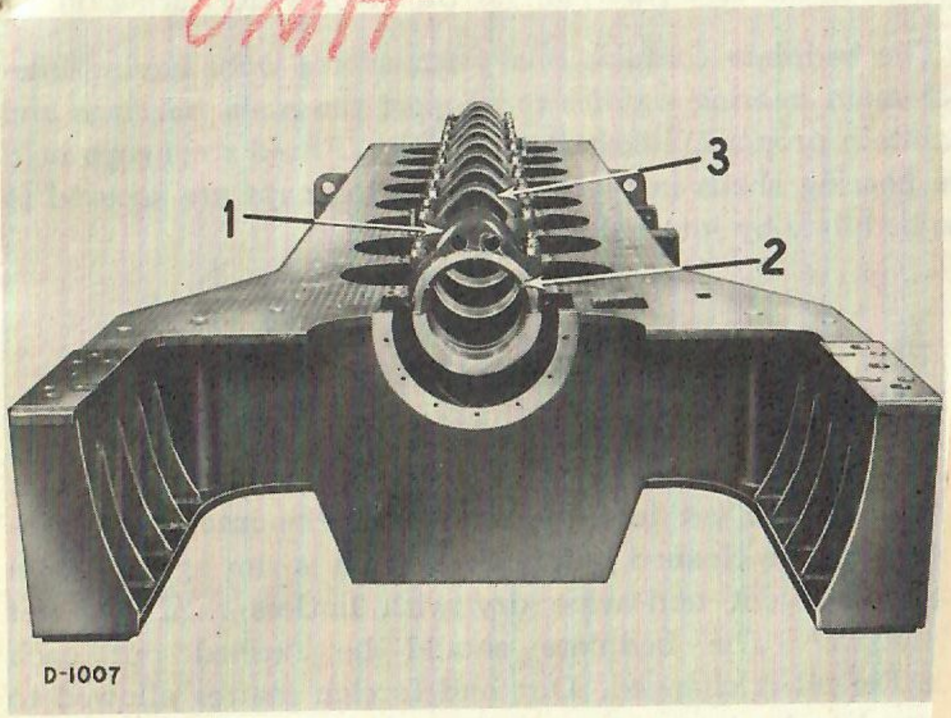

Engine Bedplate

Figure 1

1. Thrust Bearing Cap
2. Thrust Bearing Flange

Page 103

After the word Forging omit the entire paragraph and add the following =

Having drilled passages for lubrication, and is dynamically balanced with counter weights. Should the counter weights be disturbed or become loose, they must be relocated in their original position and properly secured.

Under no circumstances should the

Page 102-

After the word enamel put the following

All surfaces not to be painted must be masked, The external surface of the engine (after cleaning) should receive a good coat of primer followed by a coat of enamel. ~~The fuel pump racks, control shaft springs, name plates, shaft pulleys, etc., and all other surfaces that are not to be painted should be covered with masking tape. In regard to the generator, protect all internal parts and all external wiring that does not have a metallic sheathing.~~

Omit

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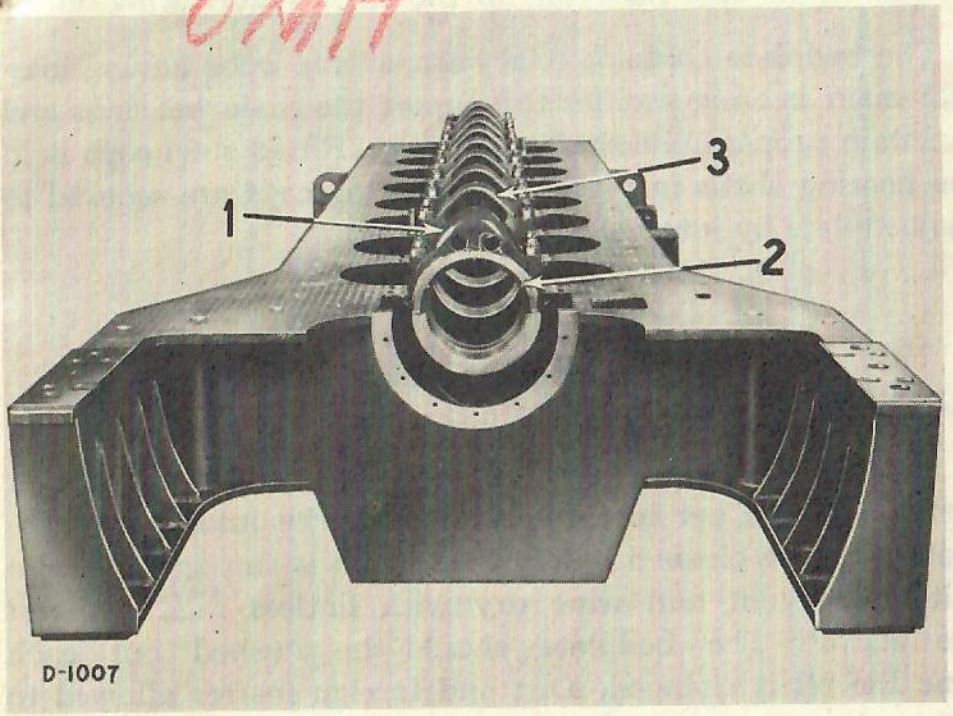


Engine Bedplate

Figure 1

1. Thrust Bearing Cap **2. Thrust Bearing Flange**
3. Main Bearing Cap

CRANKSHAFT

~~DESCRIPTION~~

The crankshaft is a heat-treated solid steel forging. ~~Drilled passages in the journals and crankwebs provide for pressure lubrication of the bearings. A coupling flange for bolting the crankshaft to the generator is forged integral with the shaft. The crankshaft is dynamically balanced and is provided with counterweights. All main bearings may be removed for inspection or replacement without disturbing the counterweights. However, if a counterweight is removed care must be taken to replace counterweight in the same location and exact position from which it was removed. The bolts securing the counterweight to crankshaft should be tightened with a torque wrench to 650 ft. lbs. *Caution:* Be sure to lock bolts in place after tightening by tack welding them, with stainless steel welding rod, to the counterweight.~~

~~MAINTENANCE~~

INSPECTION OF SHAFT

When any main or connecting rod bearings are removed, the crankshaft journals should be inspected. If any scratches, rough spots, or surface nicks are found they should be reconditioned with a fine oil stone. Do not use file or emery cloth. The stoning action should be applied in a direction around the journal and not across it.

The journals should also be closely checked for cracks. Under no circumstances should the engine be run if there is a crack in the shaft.

Page 1406 ENGINE MANUAL

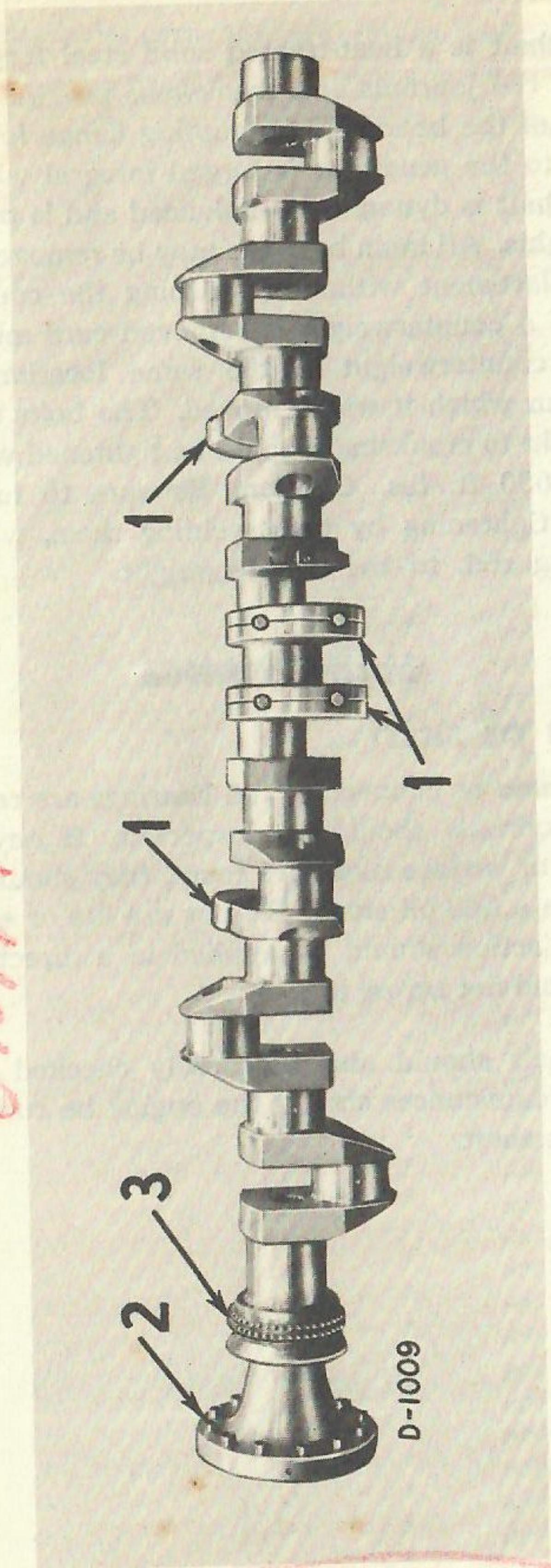
LOW OIL SYSTEM SEC D-14-11

LOW LUBRICATING OIL PRESSURE SHUT DOWN.

after the 15 P.S.I IN LINE 4 omit the entire page and add the following-

Engines Equipped with the UG8 governors have a pressure operated Electrical switch, which actuates a solenoid operated double acting valve which in turn either passes fuel to or by passes fuel ~~on~~ TO shut down cylinder. When the oil switch is allowed to open due to low oil pressure the solenoid is deenergized and the fuel pressure which had the shut down cylinder in the out position with the spring compressed, is by passed and the spring loaded piston returns to the shut down position which pulls the Lay Shaft to the "No Fuel" position by means of its linkage shutting Engine down. Therefore fuel pressure is necessary before the Engine Can be started.

The Starting switch or button merely closes the circuit around the pressure switch and is set at approximately 19 lbs pressure for Contact closing and switch must be held closed untill this pressure is Established. This applies to Engines Equipped with UG8 governors only, Low oil protective devices are incorporated in the P.G. Governors.



Engine Crankshaft

Figure 2

1. Counterweights 2. Coupling Bushings 3. Sprocket for Camshaft Drive Chain

OMIT

Page 105

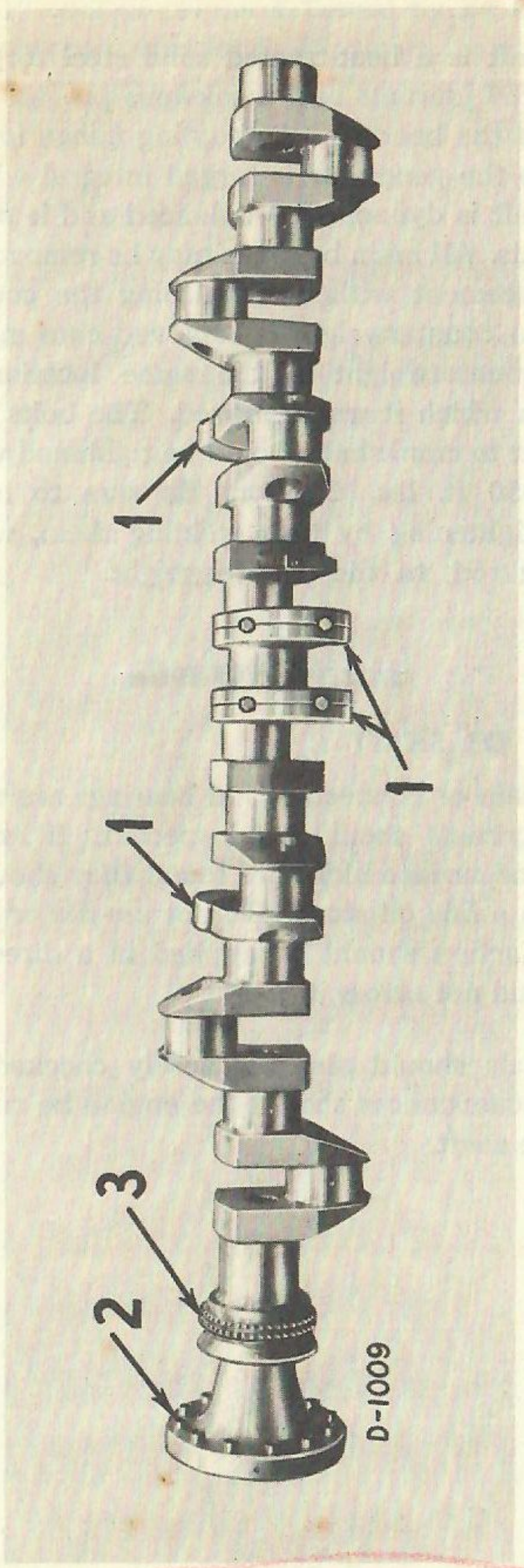
Omit that boxed in Red and add the following

Remove devices that will interfere with the removal of Generator. Disconnect from the crank shaft and air compressor remove bolts and dowells from generator base to bed Plate. Support the Generator by sling and slide it toward air compressor untill it clears the coupling end of crank shaft, so that it may be lifted from the locomotive.

and the crankshaft. Remove any burrs or rough spots. Inspect the threads in the coupling bolt holes in generator shaft also threads on the bolts and make sure that the coupling bolts all turn freely in the holes.

b. Place the generator on the bedplate with 0.270" shims underneath each mounting flange. All shims must be in good condition and free of burrs.

c. By the use of slings and a hoist move the generator up to the crankshaft and alter its position until the spigot or centering disc on the end of the crankshaft flange fits into the recess on the end of the generator shaft. Let the weight of the generator then settle on the engine bedplate. Line



Engine Crankshaft

Figure 2

1. Counterweights 2. Coupling Bushings 3. Sprocket for Camshaft Drive Chain

OMIT

REMOVING THE MAIN GENERATOR

If the generator must be removed from engine, the procedure is as follows:

a. On a supercharged engine remove the turbocharger and its air, water and lubricating oil piping which would interfere with the removal of the generator.

b. Disconnect the coupling between the air compressor and the generator.

c. Remove the generator coupling bolts, washers and barring ring. Then remove the generator coupling bushings from the flange by pulling them into a short length (approximately 3″) of 2″ std. pipe by using a 1½″—12 Am. Std. thread bolt and several washers.

d. Remove the bolts, nuts and dowels, which secure the generator to the engine bedplate and disconnect the generator leads.

e. Support the generator weight by slings and slide it toward the air compressor until it clears the spigot or centering disc on the end of the crankshaft flange. The generator may then be lifted from the locomotive.

ALIGNING THE MAIN GENERATOR TO ENGINE

Whenever a main generator is to be mounted, align the generator with engine as outlined below:

a. Inspect the joining faces of the generator armature shaft and the crankshaft. Remove any burrs or rough spots. Inspect the threads in the coupling bolt holes in generator shaft also threads on the bolts and make sure that the coupling bolts all turn freely in the holes.

b. Place the generator on the bedplate with 0.270″ shims underneath each mounting flange. All shims must be in good condition and free of burrs.

c. By the use of slings and a hoist move the generator up to the crankshaft and alter its position until the spigot or centering disc on the end of the crankshaft flange fits into the recess on the end of the generator shaft. Let the weight of the generator then settle on the engine bedplate. Line

up the holes in crankshaft and generator shaft and install the generator coupling bushings, bolts, and lock washers.
Before installin
cant to the out

d. Check camshaf
to be sure that
install the bo
the bedplate.
bolts, must be
generator.

e. Check the gene
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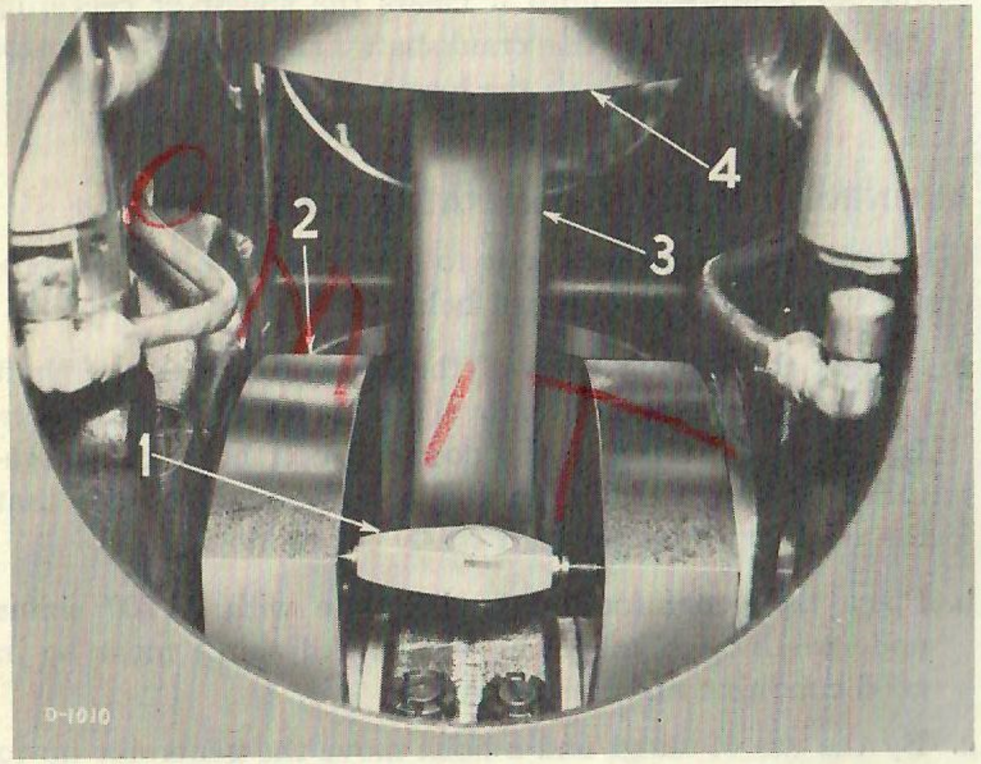
Deflection

.003 is correct

generator shaft .0005 - air gaps



Measuring Deflection Between Crank Webs

Figure 3

1. Distortion Gauge	**2. Crankshaft Web**
3. Connecting Rod	**4. Piston**

OMIT

possible for all measurements. Spin the gauge a few times to make sure that it is seating properly. A change in the gauge reading after spinning indicates that it was not
ed in the crank webs. After any error due
as been removed, bar the engine over until
at bottom dead center position and set the
rtion gauge to zero.

from the valve gear side, through one
ecord the readings at four positions 90°
ct alignment the difference between the
dead center positions should not exceed
difference between the front and rear
crank should not differ by more than

between the top and bottom dead center
ter than 0.0005", remove mounting bolts
unt of shims under the generator mounting
e shims if the reading is plus, and add shims if the reading is minus, at the rate of approximately 0.005" change in shim thickness for 0.001" distortion.

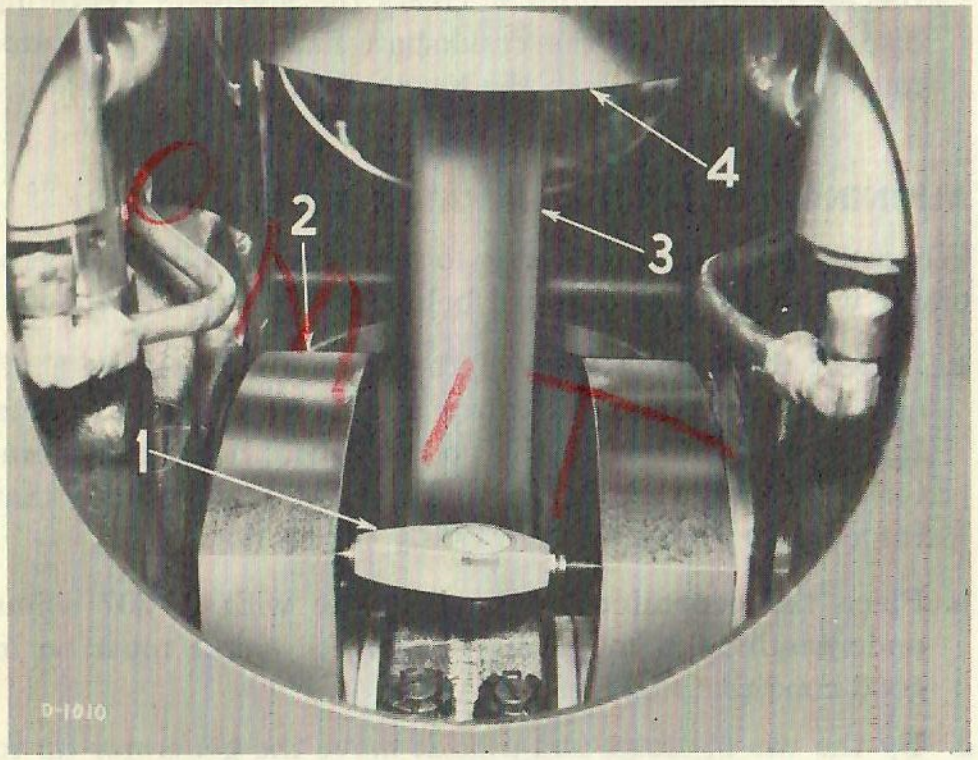
h. After the generator has been correctly shimmed, another check should be made with the distortion gauge. If the difference between the top and bottom dead center positions is within the allowed limit, but the difference between the opposite horizontal positions of the crank is not within the allowed limit, loosen the mounting bolts and move the commutator end of the generator in the direction in which the crankpin is pointing when the gauge reading is the least. This corrects the misalignment in the horizontal plane.

i. All of the above checking is accomplished without using air pressure in the cylinder, therefore, it is necessary to make a final check on at least three cylinders (first, center and last) for proper alignment using air pressure as described under "Main Bearing Alignment." The generator coupling bolts and flange mounting bolts must be tight when the final distortion check is made.

j. When the generator alignment is correct, the generator mounting flanges should be doweled to the bedplate. Drill up the holes in crankshaft and generator shaft and install the generator coupling bushings, bolts, and lock washers. Before installing coupling bushings apply a suitable lubricant to the outside of each bushing.

d. Check camshaft drive chain and water pump drive chain to be sure that there is sufficient slack in the chains then install the bolts and nuts securing the generator to the bedplate. These bolts, also the generator coupling bolts, must be tight before starting to check alignment of generator.

e. Check the generator to crankshaft alignment by measuring the distortion of #1 crank of the crankshaft as it is rotated through one revolution. The distortion is determined by inserting a distortion gauge between the webs of the crankshaft, on the exhaust side of engine, at #1 cylinder. Be careful to place the gauge in a position as shown in Figure 3 with its axis parallel to the center line of the crankshaft. The gauge should be located as near the same position as possible for all measurements. Spin the gauge a few times to make sure that it is seating properly. A change in the gauge reading after spinning indicates that it was not properly seated in the crank webs. After any error due to reseating has been removed, bar the engine over until #1 crankpin is at bottom dead center position and set the dial of the distortion gauge to zero.



OMIT

Measuring Deflection Between Crank Webs

Figure 3

1. Distortion Gauge
2. Crankshaft Web
3. Connecting Rod
4. Piston

OMIT

f. Bar engine over, from the valve gear side, through one revolution and record the readings at four positions 90° apart. For correct alignment the difference between the top and bottom dead center positions should not exceed 0.0005" and the difference between the front and rear positions of the crank should not differ by more than 0.001".

g. If the difference between the top and bottom dead center positions is greater than 0.0005", remove mounting bolts and change amount of shims under the generator mounting flanges. Remove shims if the reading is plus, and add shims if the reading is minus, at the rate of approximately 0.005" change in shim thickness for 0.001" distortion.

h. After the generator has been correctly shimmed, another check should be made with the distortion gauge. If the difference between the top and bottom dead center positions is within the allowed limit, but the difference between the opposite horizontal positions of the crank is not within the allowed limit, loosen the mounting bolts and move the commutator end of the generator in the direction in which the crankpin is pointing when the gauge reading is the least. This corrects the misalignment in the horizontal plane.

i. All of the above checking is accomplished without using air pressure in the cylinder, therefore, it is necessary to make a final check on at least three cylinders (first, center and last) for proper alignment using air pressure as described under "Main Bearing Alignment." The generator coupling bolts and flange mounting bolts must be tight when the final distortion check is made.

j. When the generator alignment is correct, the generator mounting flanges should be doweled to the bedplate. Drill and ream new dowel holes if necessary. If the original generator, shims and dowels are reinstalled, it may not be necessary to change the shim thickness or shift the generator, but this fact *does not* eliminate the necessity for checking alignment.

k. If the engine-generator unit complete has been removed from locomotive, check the alignment using air pressure in the cylinder after the unit is reinstalled in locomotive.

MAIN BEARINGS

DESCRIPTION

The main bearings are precision type with crush or press fit provided to insure good back contact and do not require shims between the shells or under the caps. These shells are not adjustable to take up for wear and must be renewed when the shell is worn below the low limit of thickness, or

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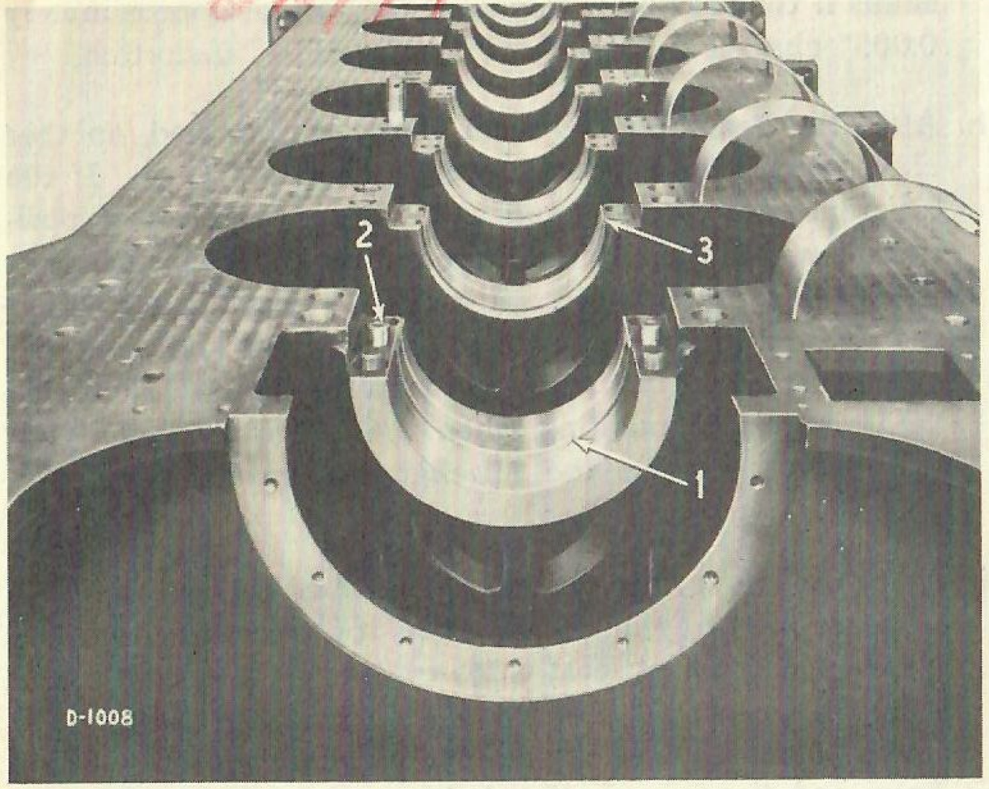

Main Bearing

Figure 4

1. Main Bearing Shell **2. Dowel for Thrust Bearing Cap** **3. Locking Lip**

the clearance between the shaft and the shell is beyond the recommended limit (see Bearing Specifications). A bronze flange is attached to each side of the thrust bearing cap to serve as a thrust bearing. When a thrust flange is worn excessively it may be renewed.

Each bearing consists of two shells, the lower shell resting in the bearing saddle and the upper shell held in place by the bearing cap. The shells are located by a locking lip on each shell which fits into nesting slots in both the cap and saddle. The bearing thickness is held to close tolerances to insure proper running clearances and the bearings *should never be scraped.* Each shell is marked with a number to indicate its location and care must be taken to replace all shells in the correct position. The bearing caps are stamped with the bearing number on the shoulder of the cap and should be placed with the numbers on the valve gear side of the engine. The thrust bearing cap is stamped with a zero and the main bearing caps are numbered from the generator end.

to line 8-17

MAINTENANCE

OMIT FROM HERE to MIDDLE PAGE 112

MAIN BEARING ALIGNMENT

Proper alignment of bearings is important and should be checked at regular intervals. A method of checking the misalignment of the main bearings is by measuring the distortion of the crankshaft in one revolution of travel. It is suggested that the misalignment of all cranks be measured. Record all measurements in tabular form as outlined in Figure 5. This data may be used as a basis of comparison with subsequent checks to determine the presence of wear or condition of the bearings.

An increase in misalignment is only an indication of an undesirable condition and further checking is necessary to determine its cause although it usually warrants the removal and inspection of the main bearings. The procedure for checking alignment of main bearings is as follows:

a. Starting with #1 cylinder connect a pipe tee fitting and an air hose to the cylinder head indicator connection. Provide a pressure gauge at one outlet of the tee and a valve in the air hose line, refer to Figure 6.

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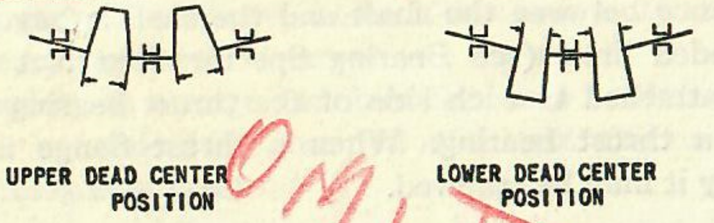


EFFECT OF MISALIGNMENT OF MAIN BEARING

	STRAIN GAUGE READINGS							
CYLINDER NUMBER	1	2	3	4	5	6	7	8
A - CRANKPIN IN BOTTOM POSITION WITH AIR	0	0	0	0	0	0	0	0
B - CRANKPIN IN BOTTOM POSITION • AIR RELEASED								
C - CRANKPIN IN FRONT POSITION (CAMSHAFT SIDE)								
D - CRANKPIN IN TOP POSITION WITHOUT AIR								
E - CRANKPIN IN TOP POSITION WITH AIR								
F - CRANKPIN IN REAR POSITION (MANIFOLD SIDE)								
G - DIFFERENCE FRONT AND REAR (C MINUS F)								

D 1003

Checking Alignment of Main Bearings

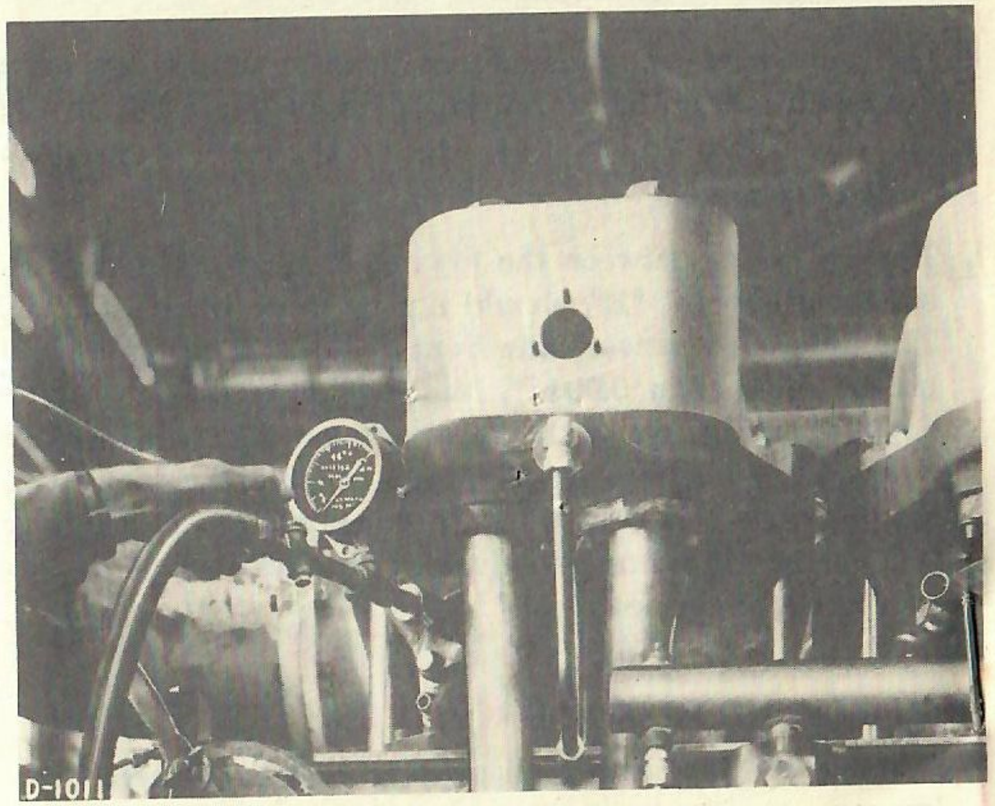
Figure 5

b. Loosen the valve tappets, remove the rocker arm fulcrum bracket stud nuts, and lift off the rocker arm assembly. This is to prevent the valves from opening during a complete revolution of the #1 crank. (For setting valve clearances when replacing rocker arm assembly see Section 7.)

c. Bar the engine over until the #1 crank is in its bottom dead center position. A bevel protractor held against the crank webs will give a sufficiently accurate setting.

d. Admit air to #1 cylinder and regulate the pressure to approximately 100 p.s.i. This will force the crankshaft to a firm seat in the bearings adjacent to the cylinder.

e. Place the distortion gauge between the webs of the crankshaft, on the exhaust side of engine, at cylinder #1 as described in item "e" Page 106, and set dial to zero with air pressure in the cylinder. This is reading "A" on chart.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Air Connection to Cylinder for Checking Bearing Alignment

Figure 6

f. Release air pressure and record reading. This is reading "B" on chart.

g. Bar engine over, from valve gear side, until crank webs are parallel with top of bedplate which would be 90° of rotation from bottom dead center and record reading. This is reading "C" on chart.

h. Bar engine over in same direction until crank is at top dead center. Check this position with a bevel protractor. Record the reading which in this case is reading "D" on the chart.

i. At this point it is advisable to place two steel or wooden blocks between the barring ring and the bedplate to prevent the crankshaft from rotating when air pressure is applied to the cylinder. Make sure that the reading "D" is not changed in the process of blocking the shaft.

j. Admit air to the cylinder (100 p.s.i.) and record the reading as shown on the chart as "E". Release the air pressure

Page 112
Main bearing Removal Omit paragraphs "a" and "b" and add the following ahead of the word "Knock" at the beginning of "c" —

"After removing air line and nuts top of main bearing cap bolts and letting them drop into crank case

or left hand tool as required B.L.H. Pt. No. [illegible] R.H. or 600-70-035 L.H.). *Warning*: Do not use any other tool or substitute as this will damage the bearing saddle and probably the shell and journal. Continue barring the engine over from the valve gear side until the lower shell is rolled out. For the lower shell in the center main bearing this procedure is varied by using the center main bearing removing tool (B.L.H. Pt. No. 600-70-036) and inserting it

in the hole in the crankshaft journal. When removing more than one lower shell at a time, remove only every other one so that the crankshaft is never without proper support. *Do not attempt to turn crankshaft from the exhaust side of engine when removing a bearing shell.*

Beginning with main bearing alignment Page 109 - Eliminate Every thing on pages 110, 111, and to main bearing removal on page 112. In its place put the following:

"Main bearing alignment is checked at the time of Engine overhaul and Engine disassembled. It is done then ~~that~~ by putting all main bearing caps in place and tightening, and by means of a wire through the bores centralized through the two end ~~bores~~ ones and others checked from these

j. Admit air to the cylinder (100 p.s.i.) and record the reading ~~as shown on the chart as "E"~~. Release the air pressure and unblock the crankshaft.

k. Continue barring engine in same direction until crank webs are again parallel with the top of the bedplate but on the opposite side from step (g). Record the reading ~~as shown on the chart as "F"~~.

l. The difference between the top and bottom positions with air, measurement "E", should not be more than +0.003". The difference between the front and rear positions should not be more than 0.0015", refer to "G" ~~on chart~~. average measurement. As the engine bearings wear, the measurement "E" will increase and a set of readings for all cranks might show one or two readings in excess of 0.003". This does not mean definitely that the bearings are defective but does warrant an inspection of the main bearings.

MAIN BEARING REMOVAL

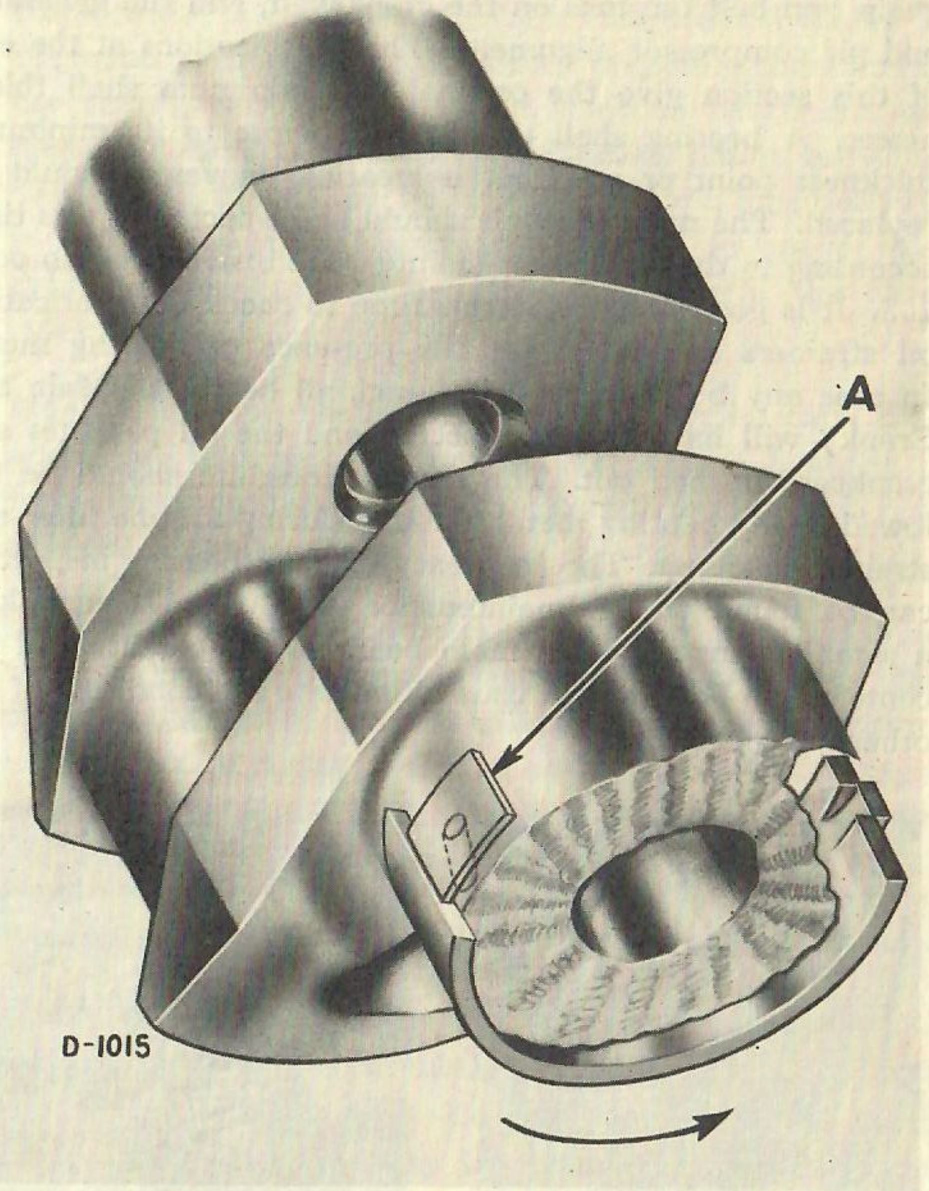
copy

a. Remove the lubricating oil supply line to the main bearing cap.

b. Remove the top nuts of the main bearing cap bolts and let the bolts drop into the crankcase.

4 c. Knock the cap loose with a lead hammer and lift it out through the crankcase opening. Remove the upper bearing shell. It is recommended that the chain housing be removed to facilitate removal and installation of the thrust bearing cap.

6 d. Bar the engine over, from valve gear side, until the oil hole in the crankshaft journal shows up and insert the main bearing removing tool "A" Figure 7 (use right hand or left hand tool as required B.L.H. Pt. No. 600-70-034 R.H. or 600-70-035 L.H.). *Warning*: Do not use any other tool or substitute as this will damage the bearing saddle and probably the shell and journal. Continue barring the engine over from the valve gear side until the lower shell is rolled out. For the lower shell in the center main bearing this procedure is varied by using the center main bearing removing tool (B.L.H. Pt. No. 600-70-036) and inserting it in the hole in the crankshaft journal. When removing more than one lower shell at a time, remove only every other one so that the crankshaft is never without proper support. *Do not attempt to turn crankshaft from the exhaust side of engine when removing a bearing shell.*



Method of Removing Bottom Shell

Figure 7

INSPECTION OF MAIN BEARINGS

Examine each shell for cracks, pitting, or foreign particles embedded in the bearing metal also check for evidence of bearing moving in cap. If there is any doubt about the condition of a shell, it should not be used again. With a ball end type of micrometer measure the thickness of each shell at various points to determine the amount of wear and whether it is wearing evenly. If it is not wearing evenly, check the crankshaft distortion ~~by the method listed in this section.~~ If the distortion is greater than the permissible 0.003", check the chain and belt tensions on the crankshaft, and the generator and air compressor alignment. The specifications at the end of this section give the original and minimum shell thicknesses. A bearing shell that is worn close to its minimum thickness point or one that is wearing unevenly should be replaced. The main journals should be inspected at this time according to the crankshaft maintenance instructions ~~on page 103~~. It is good practice at this time to check the lubricating oil strainers and filters for the presence of bearing metal. In case any bearing metal is found, all bearings (Main and Crank) will have to be inspected and the oil passages and crankcase flushed out. The above procedure should be followed if any bearing metal is found during routine filter and strainer cleanings. The frequency of main bearing inspection can be found on the maintenance schedule. When making a sampling inspection of main bearings, the condition of the center main bearing will usually indicate the condition of the other main bearings.

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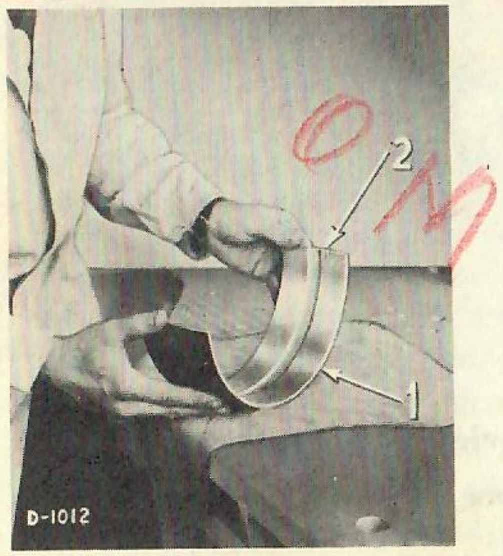

Figure 8
Examine Bearing Surface of each Shell
1. Shell 2. Locking Lip

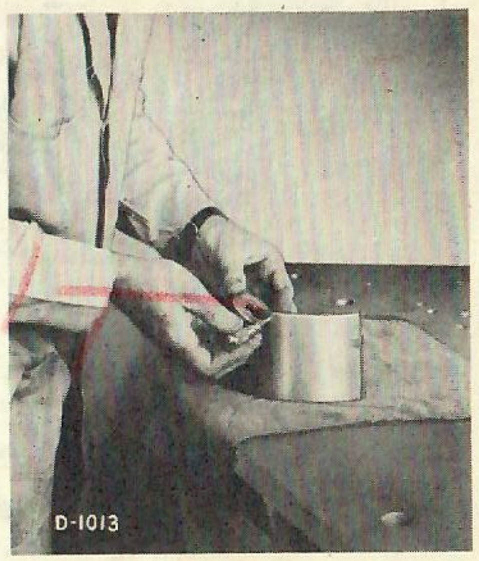

Figure 9
Measure Shell Thickness with a Ball End Type Micrometer

REPLACEMENT OF MAIN BEARINGS

a. Roll in the lower shells by hand if possible and only resort to using the bearing removing tool when necessary. Care must be taken to roll shell in the correct direction and to the correct position so that shell locking lip is not damaged.

b. Replace the original bearing shells that are still usable on the same journals from which they originally came and in the same position. Do not put shells in backwards, ~~see page 108 for details~~. Lubricate journals before replacing shells. If bearings have been in service for a long period it is not advisable to install new bearings in one or two cylinders and use original worn bearings in the other cylinders.

c. Replace the top shells in the proper bearing caps, then apply cap and shell assemblies. Use a lead hammer to force the cap down tight but be careful not to cock it in doing so.

d. Replace the nuts on the main bearing cap bolts and draw them up so that the cap is tightened down evenly. The nuts should be given a final tightening with a torque wrench to 500 ft. lbs. ~~(B.L.H. Pt. No. for complete torque wrench set is 600-70-017.) The right and left hand wrench Pt. Nos. are 600-70-015 and 600-70-014 respectively.~~

e. Install the lubricating oil supply lines to the bearing caps.

f. Check the bearing clearances by inserting long bearing feelers between the crankshaft and the top shell at both ends of the bearing. Be sure that feelers are clean otherwise the bearing may be damaged. The clearances will be equal to the thickness of the largest feeler that can be easily inserted plus 0.001". Feelers should also be inserted between the shaft and shell at the parting line to be sure that the shells are not pinched in during installation. The bearing cap bolts must be drawn up tight when measuring bearing clearances. The clearances are listed in the specifications at the end of this section.

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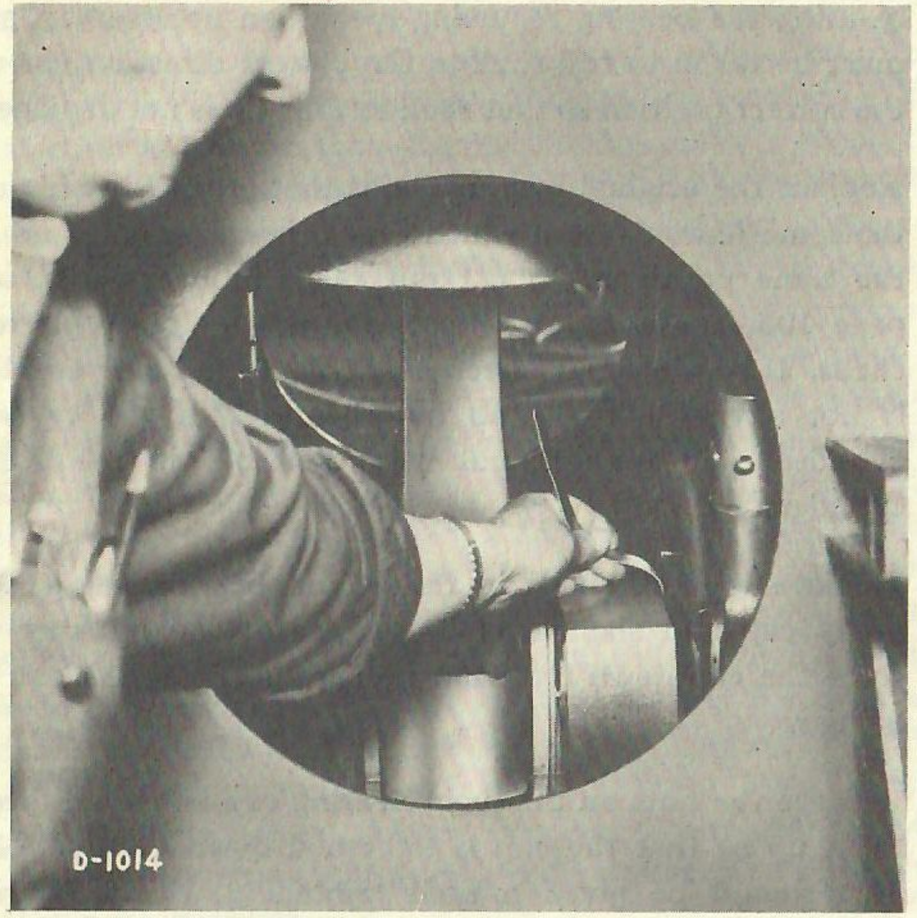

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Check Clearance with Feeler Gauge

Figure 10

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g. It is not possible to get a feeler gauge between the crankshaft and the shell on the thrust bearing. In this case the bearing clearance must be determined by measuring the thickness of each shell with a ball end type of micrometer as described under "Inspection of Main Bearing."

Do not use lead wire or strips to check bearing clearances as they may distort the bearing lining and cause a bearing failure.

h. Check the main bearing alignment according to the method outlined ~~on pages 109 to 112~~ for all cranks. The distortion for any crank should not exceed 0.003".

As outlined above the bearing clearances should all be within the specified limits and the distortion less than

Copy

0.003" before an engine is run after a bearing overhaul. The lubricating oil pressure should be closely watched when an engine is run after an overhaul.

SPECIFICATIONS

BEDPLATE

Main and thrust bearing bore diameter....	10.000"-10.001"
Length of thrust bearing saddle.........	6.997"- 6.998"
Width of recess in bearing saddles for bearing caps	13.624"-13.625"

CRANKSHAFT	New	Limit
Main and thrust journal diameter..	9.585"-9.586"	
Crankpin journal diameter.......	8.836"-8.837"	
Thrust bearing journal length.....	8.250"-8.252"	
*Out-of-roundness of journals and crankpins	0.0005"	.003"
Non-parallelism of journals and crankpins	0.0005"	
Squareness of flange face on a 21" diameter circle to center line of crankshaft	0.001"	

*If the crankshaft journals and crankpins are found to be out-of-round greater than .003" the crankshaft should be removed from engine and reconditioned as required. Standard undersize bearings may be obtained for use with a reconditioned shaft.

MAIN BEARINGS (Copper Lead)	New	Limit
Main and thrust bearing running clearance	0.006"-0.010"	0.014"
Main bearing shell thickness......	0.203"-0.204"	0.200"
Thrust bearing end clearance.....	0.008"-0.014"	0.030"
Thrust bearing flange thickness....	0.620"-0.622"	
Thrust bearing cap length including thrust flanges	8.237"-8.242"	

NOTES

Page 201

in paragraph "d" under maintenance after the word bedplate - put the following =

" and paragraph c has been complied with the distance from the machined edge of the bed plate And the machined edge of the Engine frame must be the same at both Ends of the Engine at a line across the Engine through the Center ~~[illegible]~~ of the first and last cylinder. The distance from the machined surface of the Main bearing cap & machined Edge of the bed plate is 14 3/16"

FRAME

copy

The frame is mounted on the bedplate and is a welded steel structure forming the upper part of the crankcase and the water jacket chamber. Bored seats are provided for supporting
ater header is welded integral with
ousing is welded to the side of the
ided for access to the crankcase and
-tight covers close these openings.
e bedplate along the outside flange
g bolts inside at each main bearing.

INTENANCE

are removed from the frame, the
horoughly cleaned of scale and rust.
t of the frame for any evidence of
d pressure on the liner. Any pitting
liner seats of the frame should be
d in liner section of this manual.
ead studs for evidence of cracks.

removed from bedplate or a new
a bedplate the following procedure

thoroughly and apply a new gasket.
to hold gasket in place.

(Figure #1) which is the dimension
rface on side of main bearing cap
valve gear side of bedplate.

late and align pump end of frame
plate.

lowered on bedplate check dimen-
of the first and last cylinders. This
same at both of these locations and
Figure #1 ("Y"="X"—14 3/16").
d to obtain correct location.

y means of a torque wrench to the
torque values as listed on page 24 of this manual.

NOTES

FRAME

Copy

Omit

The frame is mounted on the bedplate and is a welded steel structure forming the upper part of the crankcase and the water jacket chamber. Bored seats are provided for supporting the cylinder liner. The water header is welded integral with the frame. A camshaft housing is welded to the side of the frame. Openings are provided for access to the crankcase and crankshaft bearings. Oil-tight covers close these openings. The frame is bolted to the bedplate along the outside flange and by four load carrying bolts inside at each main bearing.

MAINTENANCE

At any time that liners are removed from the frame, the water jackets should be thoroughly cleaned of scale and rust. Inspect the top liner seat of the frame for any evidence of cracks resulting from head pressure on the liner. Any pitting marks or rough spots on liner seats of the frame should be reconditioned as outlined in liner section of this manual. Also check the cylinder head studs for evidence of cracks.

If the frame has been removed from bedplate or a new frame is to be installed on a bedplate the following procedure should be followed:

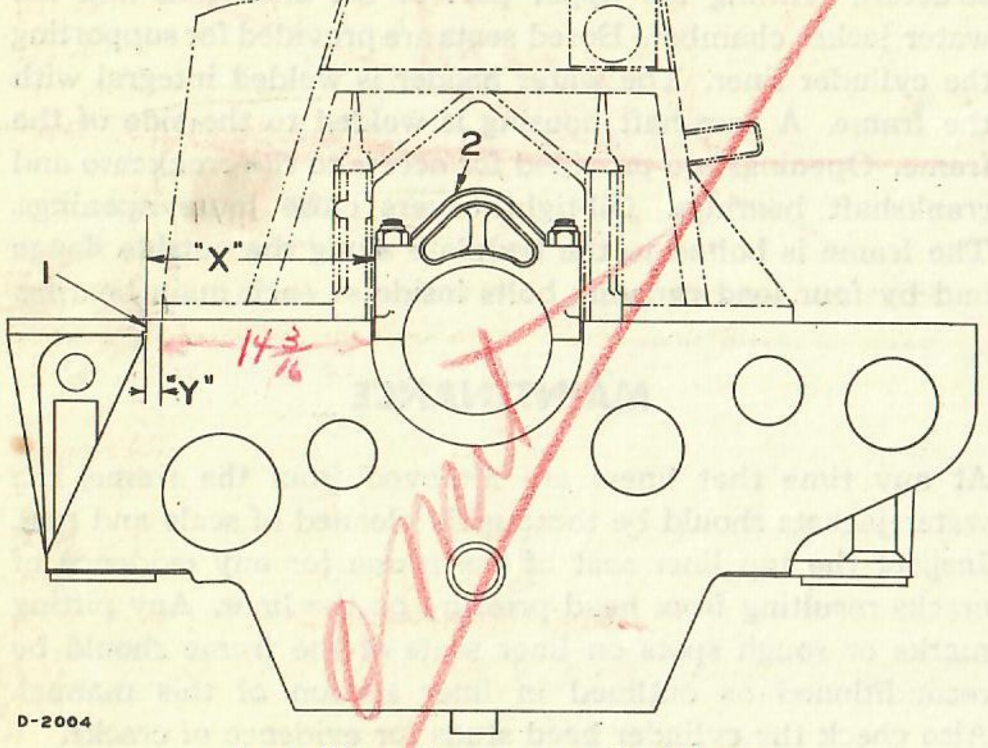
a. Clean top of bedplate thoroughly and apply a new gasket. Permatex may be used to hold gasket in place.

b. Measure distance "X" (Figure #1) which is the dimension from the machined surface on side of main bearing cap to machined edge on valve gear side of bedplate.

c. Lower frame on bedplate and align pump end of frame with pump end of bedplate.

d. After frame has been lowered on bedplate check dimension "Y" at center line of the first and last cylinders. This dimension must be the same at both of these locations and equal dimension "Y" Figure #1 ("Y"="X"—14 3/16"). Move frame as required to obtain correct location.

e. Tighten frame bolts by means of a torque wrench to the torque values as listed on page 24 of this manual.



Omit

Installing Frame on Bedplate

Figure 1

1. Machined Edge on Bedplate **2. Main Bearing Cap**

CYLINDER LINER

Omit

The cylinder liners are made of alloy cast iron and are fitted into the upper section of the frame. A copper gasket at the top and rubber rings at the bottom seal the liner in the frame to form a water jacket. The liner bores are chrome-plated to reduce wear and lengthen the life of the liner.

MAINTENANCE

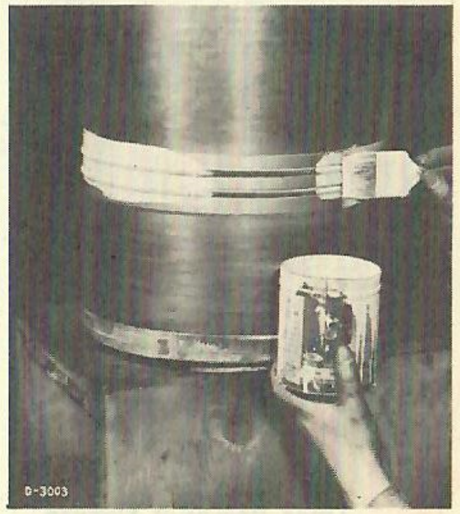
A liner should not be removed except for replacement or cleaning of water jacket or for reconditioning of liner seating joint in frame.

Before removing a liner, mark top of liner and frame so that liner may be reassembled correctly. Drain water from frame jacket and rig up a trough of canvas or heavy paper inside of crankcase to catch any dirt that may fall when removing liner. ~~Liner removing fixture B.L.H. Pt. No. 60-70-030 may be used for removing liner, refer to Figure 3.~~

After liner is removed from frame, clean the outside of liner of scale and dirt deposits, also clean water jacket space in frame. If liner seat in frame shows any pitting marks or rough spots, it should be reconditioned by scraping and coarse lapping as required. If the liner has been in service for a long period a shoulder may have developed in the upper end of the liner bore. This shoulder must be removed before reinstalling liner.

Clean Outside of Liner
Figure 1

Omit



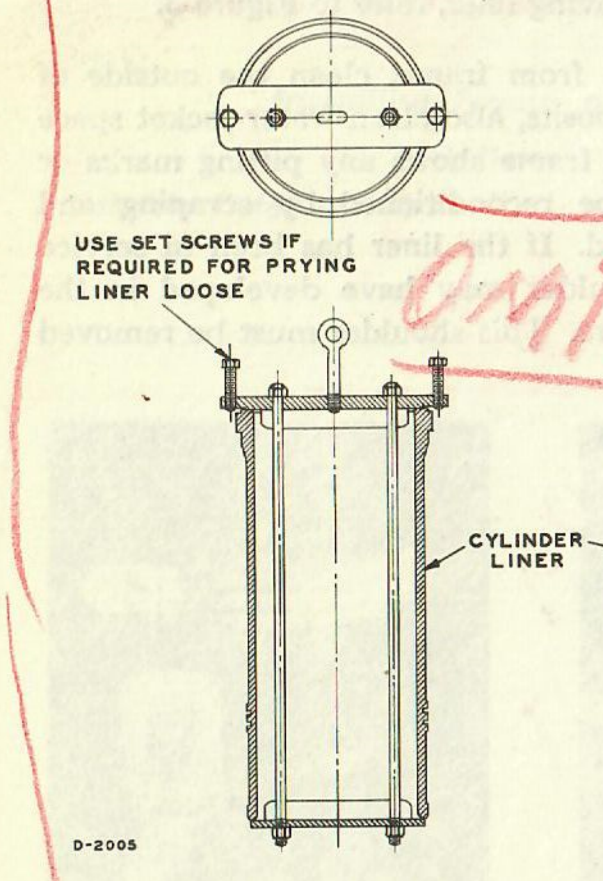
Paint over Rubber Rings
Figure 2

After checking seat in frame, liner with gaskets may be installed. Both sides of gasket are to be coated with white lead and oil (free of grit or any other foreign matter). Never re-use old copper or rubber gaskets.

Adjust rubber seal rings evenly around the liner. This prevents pinching of the rings and distortion of liner. Paint over the rings with white lead and oil as an extra precaution against leaking.

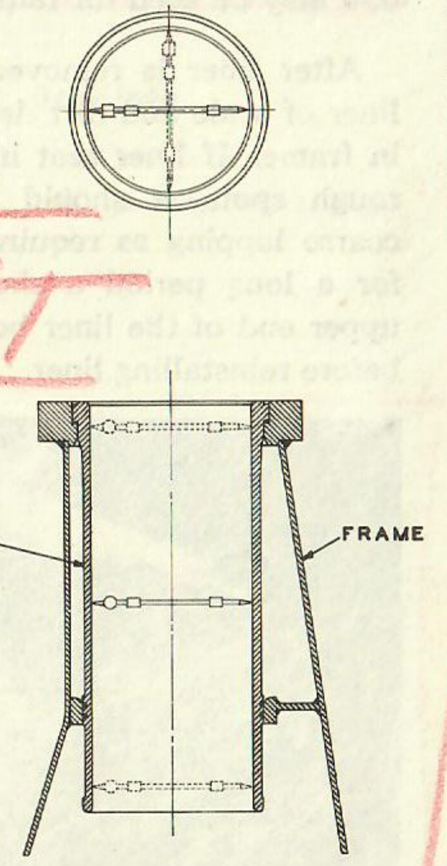
After liner is in place, determine the bore at the top, center and bottom in planes parallel to and right angle to centerline of crankshaft, refer to Figure 4. The out-of-roundness should not exceed limits as specified at end of this section. The water passages in the frame should be subjected to a hydrostatic test at a pressure of 60 p.s.i. after replacing any liners.

Omit



Liner Removal Fixture

Figure 3



Method of Checking for Roundness of Liner

Figure 4

SPECIFICATIONS

LINER BORE	New	Limit
Diameter	12.750"-12.753"	12.778"
Out-of-round	Not more than .0015"	.004"
Taper	Not more than .002" (in length of liner)	.004"

The limit of 12.778" listed above is the recommended wear limit measured at the point of greatest liner wear. If other wear factors such as condition of valves, rings and pistons, which also affect compression pressures, are held within satisfactory limits it may be possible to operate an engine with liners worn in excess of this limit. However, if liners are worn, it is necessary to make frequent checks on compression pressures in order to assure good combustion. Satisfactory combustion will result if compression pressures can be maintained at 450 p.s.i. or higher.

NOTES

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PISTON AND CONNECTING ROD

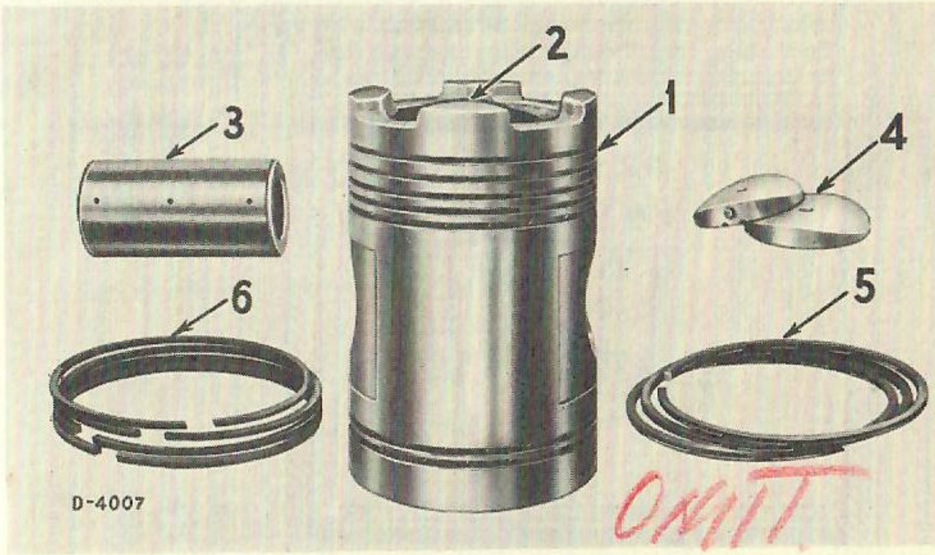
The pistons are aluminum alloy castings with a steel cooling coil cast into the crown. Each piston is equipped with four compression rings and three oil wiper rings. One oil wiper ring is located above the piston pin and two below the piston pin.

The piston pin is of the full floating type. Plugs fitted into the piston limit the end-wise movement of the piston pin.

The connecting rod is a drop forging, drilled its length for piston pin lubrication and piston cooling oil. The connecting rod cap is a steel forging bolted to the rod with four bolts. Each crank pin bearing consists of two precision type shells. The shells are located by a locking lip on each shell which fits into nesting slots in both the cap and rod. The piston pin bearing is a solid bronze bushing pressed into the eye end of connecting rod.

MAINTENANCE

After removing cylinder heads but before removing pistons, clean upper end of liner bore if carbon deposits are excessive. Cover top of piston to prevent any carbon or grinding particles from entering between piston and liner.



OMIT

Piston Assembly

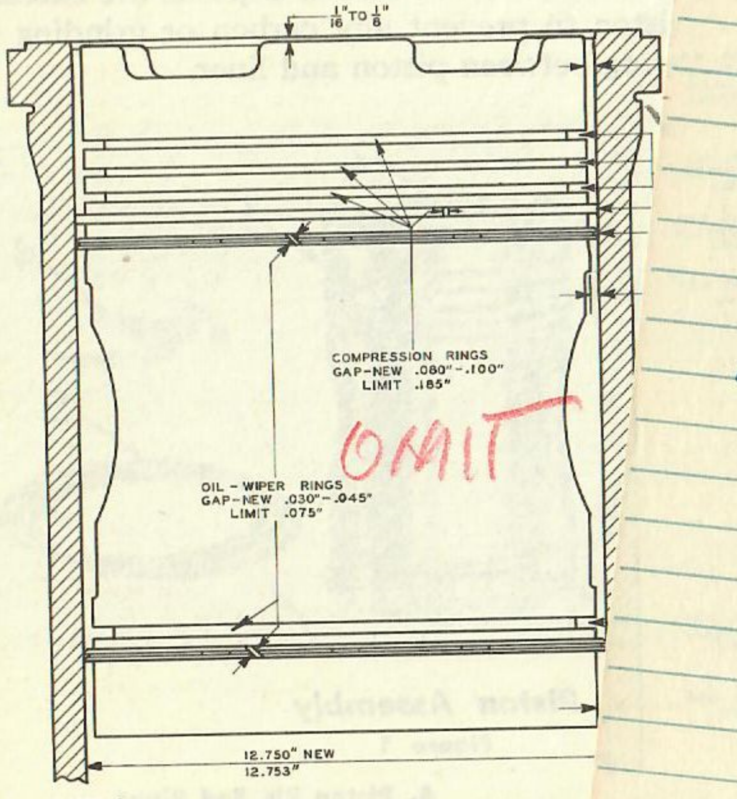
Figure 1

1. **Piston**
2. **Tapped Hole for Lifting**
3. **Piston Pin**
4. **Piston Pin End Plugs**
5. **Oil Wiper Rings**
6. **Compression Rings**

Bar piston to top position of stroke and remove connectir rod bolts. Insert an eye bolt in tapped hole in piston to attach hoist and pull piston and rod assembly. When hois ing piston, care must be exercised to prevent end of rod fro touching and scratching liner bore.

Set each piston with rod on blocks preferably in a vertical position. Care should be taken to keep all parts for each piston and rod assembly together to facilitate reassembly.

Remove piston rings. Remove piston pin end plugs. Support connecting rod so piston pin can be pushed out, after which rod is removed from the piston. Clean all piston and connecting rod parts. Remove carbon from ring grooves. Clean oil passage through center of connecting r the oil holes and connecting grooves in piston Make sure oil drain holes in piston oil wiper rir clean. Use an air jet for cleaning oil holes and g cleaning solvent to slush out the oil passages in and cooling coils in piston.



Piston and Piston Ring Clearances
Figure 2

Page 403
After the word "using" middle of line 2
use the following —
wet or dry sand paper

sand paper

within limits specified in Figure #2 the grooves should be refinished and oversize width rings installed. The end gap clearance should be checked when ring is inserted in a true horizontal plane in cylinder near the bottom.

Inspect piston pins and bushings for wear. The clearance for pin in bushing should be not less than .005" or more than .008" on diameter. Check also clearance of pin in bores of piston. This clearance should not exceed .002". Installing the piston pin requires considerable care. The pin must not be forced. Tap pin gently with a soft hammer and rotate until it can be pushed into place by hand.

in the piston counter-
. Plugs
½ hour

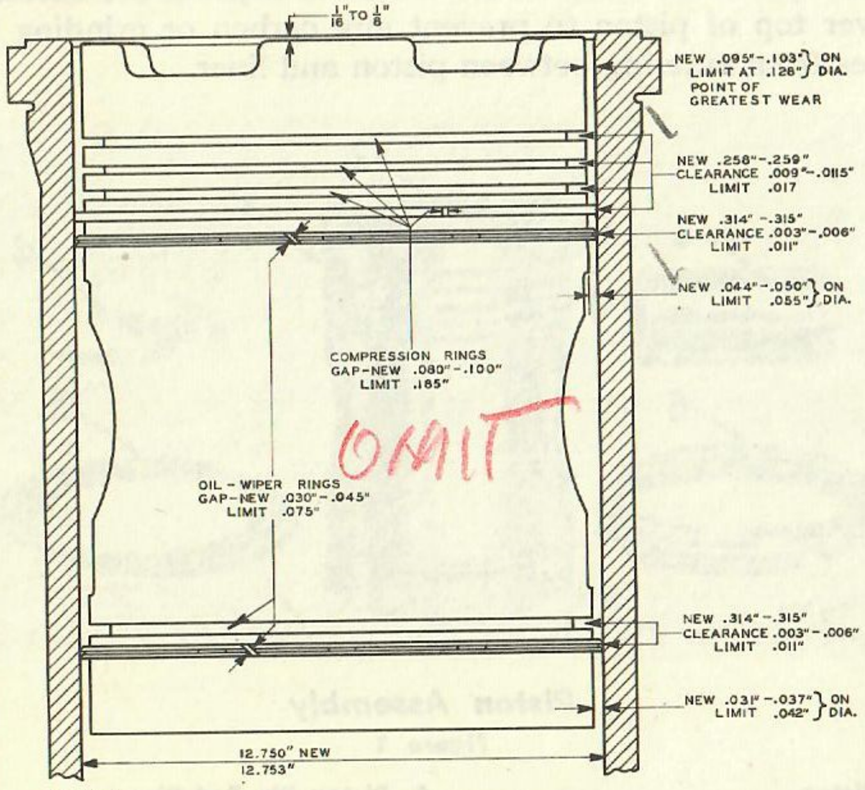
PISTON AND PISTON RING CLEARANCES

TOP OF PISTON TO TOP END OF LINER - 1/16" - 1/8"
BETWEEN PISTON AND LINER AT TOP OF
PISTON ABOVE COMPRESSION RINGS AT
POINT OF GREATEST WEAR ON DIAMETER
NEW. .095" - .103" LIMIT .128"
COMPRESSION RING GROOVES NEW .258" - .259"
CLEARANCE .009" - .015" LIMIT .017"
OIL RING GROOVES NEW .314" - .315"
CLEARANCE .003 - .006 LIMIT .011"
COMPRESSION RING GAP. NEW .080" - .100" LIMIT .185"
OIL WIPER RING GAP. NEW .030" - .045 - LIMIT .075"
BODY OF PISTON BETWEEN RINGS
NEW .044" - .050" LIMIT .055
ON DIAMETER.
SKIRT OF PISTON BELOW BOTTOM OIL RING
NEW .031" - .037" LIMIT .042 ON DIA.
SIZE OF LINER ~~NE~~ NEW 12.750" - 12.753".

Bar piston to top position of stroke and remove connecting rod bolts. Insert an eye bolt in tapped hole in piston top, attach hoist and pull piston and rod assembly. When hoisting piston, care must be exercised to prevent end of rod from touching and scratching liner bore.

Set each piston with rod on blocks preferably in a vertical position. Care should be taken to keep all parts for each piston and rod assembly together to facilitate reassembly.

Remove piston rings. Remove piston pin end plugs. Support connecting rod so piston pin can be pushed out, after which rod is removed from the piston. Clean all piston and connecting rod parts. Remove carbon from ring grooves. Clean oil passage through center of connecting rod, also clean the oil holes and connecting grooves in piston pin bushing. Make sure oil drain holes in piston oil wiper ring grooves are clean. Use an air jet for cleaning oil holes and grooves. Use a cleaning solvent to slush out the oil passages in the piston pin and cooling coils in piston.


1/16" TO 1/8"
NEW .095"-.103" } ON
LIMIT AT .128" } DIA.
POINT OF GREATEST WEAR
NEW .258"-.259"
CLEARANCE .009"-.0115"
LIMIT .017
NEW .314"-.315"
CLEARANCE .003"-.006"
LIMIT .011"
NEW .044"-.050" } ON
LIMIT .055" } DIA.
COMPRESSION RINGS
GAP-NEW .080"-.100"
LIMIT .185"
OMIT
OIL-WIPER RINGS
GAP-NEW .030"-.045"
LIMIT .075"
NEW .314"-.315"
CLEARANCE .003"-.006"
LIMIT .011"
NEW .031"-.037" } ON
LIMIT .042" } DIA.
12.750" NEW
12.753"

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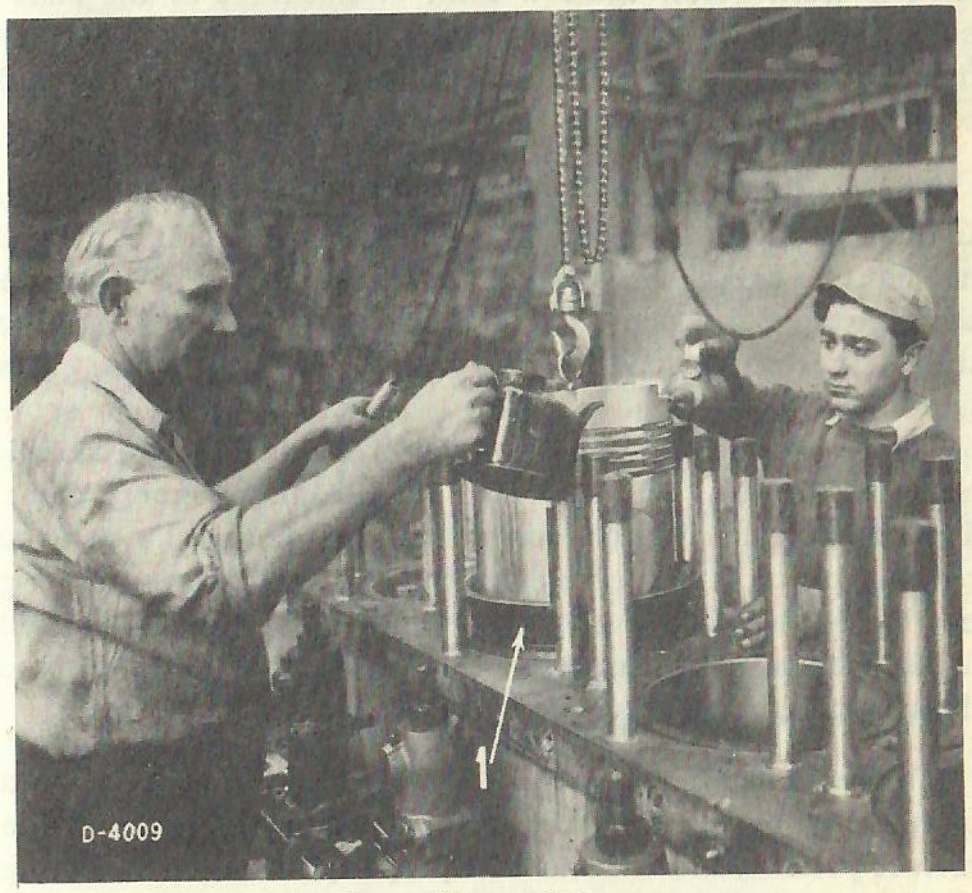
Piston and Piston Ring Clearances

Figure 2

Inspect piston skirt, if any rough spots are found they should be removed by using fine emery cloth and oil. Be sure to wash off all grit after using emery. Check piston diameter and clearances in liner at top and bottom. Check clearance of rings in grooves. If clearances of rings are not within limits specified in Figure #2 the grooves should be refinished and oversize width rings installed. The end gap clearance should be checked when ring is inserted in a true horizontal plane in cylinder near the bottom.

Inspect piston pins and bushings for wear. The clearance for pin in bushing should be not less than .005" or more than .008" on diameter. Check also clearance of pin in bores of piston. This clearance should not exceed .002". Installing the piston pin requires considerable care. The pin must not be forced. Tap pin gently with a soft hammer and rotate until it can be pushed into place by hand.

The piston pin end plugs are fitted in the piston counterbores with an interference fit of 0.001" to 0.0025". Plugs may be placed in a can of dry ice for approximately ½ hour



Installing Piston

Figure 3

1. Piston Ring Guide

prior to insertion into piston counter-bores. Plugs must be reinstalled in the places from which they were removed. After insertion, plugs should be held against shoulder of counter-bore, until plugs are tight. Do not file outside diameter of plugs to facilitate application to piston.

The measurement of pistons for wear or roundness must be done with the plugs in place.

When replacing piston in cylinder, place piston ring guide (B.L.H. Pt. No. 600-70-103) on top of cylinder liner, apply a liberal amount of new lubricating oil to the piston skirt and rings, then lower piston slowly into cylinder taking care that rings are not damaged.

The crankpin bearings are precision type with crush or press fit provided to insure good back contact and do not require shims between the shells. These shells are not adjustable to take up for wear and must be renewed when the shell is worn below the low limit of thickness or the clearance between the shaft and the shell is beyond the recommended limits. (See Bearing Specifications listed at the end of this section.)

The crankpin bearing shells should be carefully inspected. If there is any doubt about the condition of a shell, it should not be used again. With a ball end type micrometer measure the thickness of each shell at various points to determine the amount of wear. A bearing shell that is worn close to its minimum thickness should be replaced. If any rough spots or scratches are found on crankpins, they should be reconditioned with a fine oil stone. Do not use file or emery cloth. The crankpin bearing clearance should be checked, when the rod and piston are assembled in the engine, by inserting long bearing feelers between the crankpin and the top of the shell at both ends of bearing. The connecting rod bolts must be drawn up tight when checking clearances.

If new shells are to be installed, a careful inspection should be made to be sure that the locking lips on shells are in the correct position and the shells fit properly into the connecting rod foot and cap. Also check that the bearing has the proper clearance. Push the top and bottom shells firmly into the connecting rod foot and cap. Do not file or scrape joint

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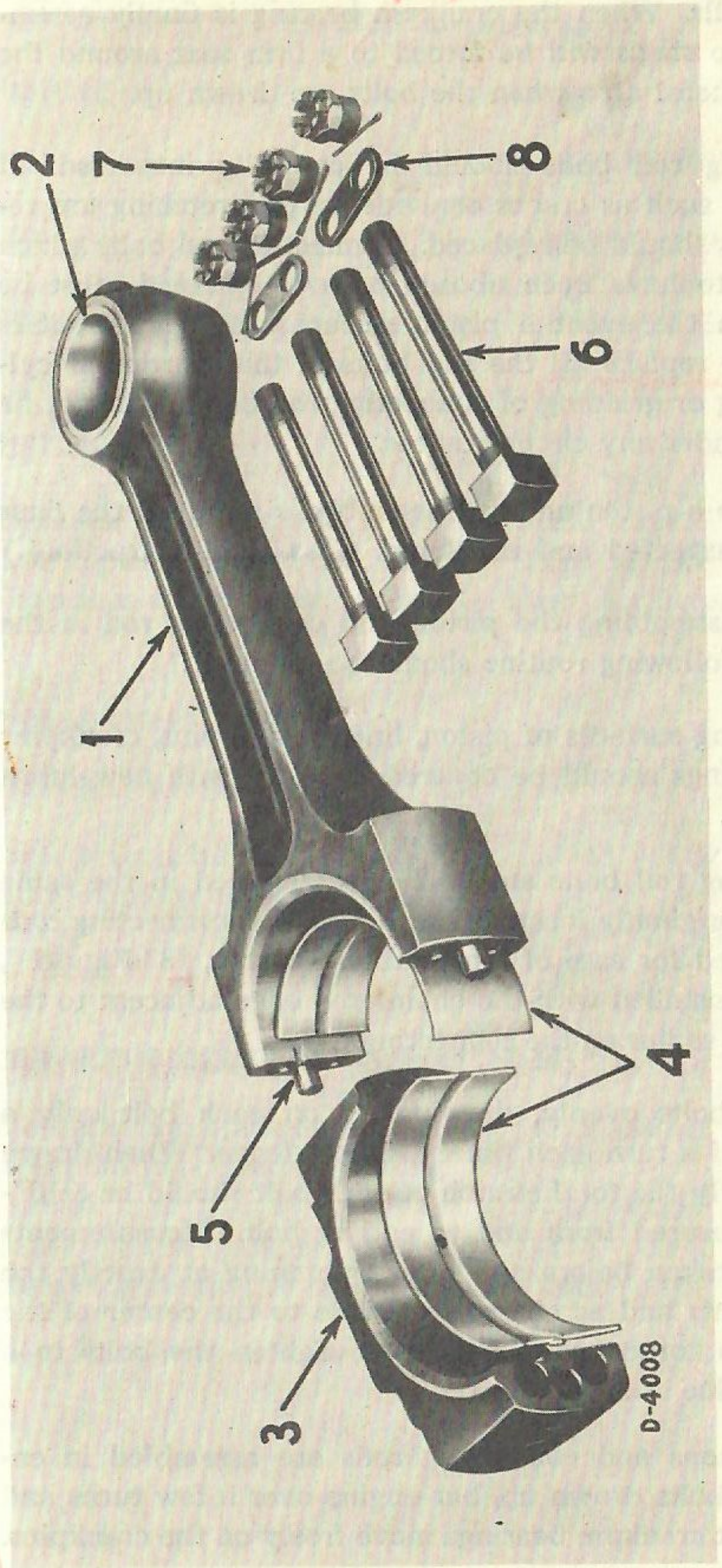

Connecting Rod Assembly

Figure 4

1. Connecting Rod
2. Piston Pin Bushing
3. Connecting Rod Cap
4. Crank Pin Bearing Shells
5. Dowel Pin
6. Connecting Rod Bolts
7. Connecting Rod Bolt Nut
8. Connecting Rod Washer

faces or shells. When the crankpin bearing is finally assembled the two shells will be forced to a firm seat around the entire peripheral area when the bolts are drawn up.

Connecting rod bolts should be carefully inspected. If any defects, such as cracks or evidence of stretching are revealed, bolts should be replaced. Connecting rod bolts which are known to have been abused or overtightened must be replaced. In the event a piston seizure should occur, it is advisable to replace all the rod bolts in that particular cylinder. Filing or grinding of connecting rod bolts must not be permitted under any circumstances.

Each time a piston and rod assembly is removed the liner should be inspected and measured. (~~See liner instructions.~~)

When reassembling the piston and connecting rod in the engine, the following routine should be followed:

a. All wearing surfaces of piston, liner, piston-pins, crankpins and bearings should be covered liberally with new lubricating oil.

b. Connecting rod bolts should be reassembled in the same place as originally located. Bolts, nuts and connecting rods are marked for ease of reassembly. Washer, "8" Figure 4, must be installed with the chamfered edge adjacent to the machined radius on the connecting rod.

c. Tighten bolts evenly, drawing up on each bolt only a fraction of a turn each time. Do not sledge. When drawn up properly the total stretch of each bolt should be .010"-.011" measured from end to end of bolt. Measurements must be taken before and after tightening at exactly the same points and as close as possible to the center of the bolt. If a torque wrench is used, tighten the bolts to a torque value of 500 ft. lbs.

d. After pistons and connecting rods are assembled in engine and bolts drawn up, bar engine over a few turns and check that crankpin bearings move freely on the crankpins.

When starting, observe operating routine recommended on pages 16 and 17.

SPECIFICATIONS

PISTON

	New	Limit
Diameter at top	12.655"-12.650"	
Diameter just below upper wiper ring	12.706"-12.703"	
Diameter at bottom	12.719"-12.716"	12.710"
Diameter of piston pin bore	5.1245"-5.125"	

PISTON PIN

	New	Limit
Diameter	5.123"-5.1235"	5.120"
Bearing Clearance	.005" to .008"	.010"
Clearance of pin in piston	Must not exceed .002"	

CONNECTING ROD

PISTON PIN BUSHING

	New	Limit
Interference, bushing to rod	.001" - .002"	
Bore diameter after pressing in rod	5.1295"-5.1305"	5.134"

CRANKPIN BEARING (Copper Lead)

Diameter crankpin journals	8.836"-8.837"	
Rod bore for crankpin bearing shell	9.250"-9.251"	
Bearing Shell thickness	.203"- .204"	.200"
Clearance bearing to crankpin	.005"- .009"	.014"

NOTES

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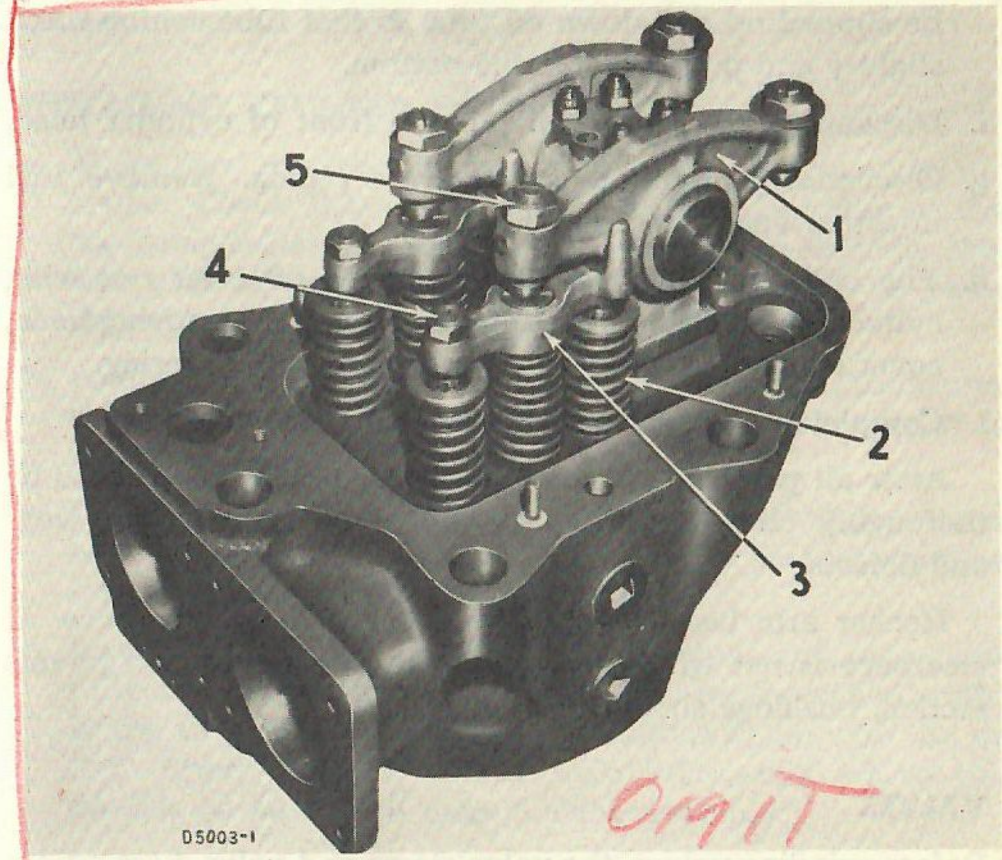
CYLINDER HEAD

The cylinder heads are made of alloy cast iron and are attached to the frame by alloy steel studs. Each head is provided with two air intake valves and two exhaust valves. Fuel injector and indicator valve openings are also provided in each head. Aluminum covers enclose the valve gear mechanism. Removable jumpers carry cooling water from the frame into the head.

Omit

The air intake and exhaust valves are alloy steel, mounted in removable valve guides. A valve bridge under each of the rocker arms actuate the valves. The rocker arms are mounted on brackets attached to cylinder head and are actuated from the camshaft by means of cam followers and push rods. The push rods are enclosed in tubular casings. Valves, rocker arms and push rods are lubricated from the engine pressure system.



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Cylinder Head

Figure 1

1. **Rocker Arm**
2. **Valve Spring**
3. **Valve Bridge**
4. **Valve Bridge Adjusting Screw & Lock-Nut**
5. **Tappet Adjusting Screw & Lock-Nut**

MAINTENANCE

OMIT

The following procedure should be followed in removing cylinder heads:

a. Remove cylinder head cover lid.

b. Disconnect and remove fuel injection pipe.

c. Remove cylinder head cover.

d. Drain the water jacket so that water level in engine is well below the cylinder heads. Remove all water connections. Remove exhaust header and air intake header bolts.

e. Remove rocker arms and supporting bracket from cylinder head as a unit. Push rods can then be lifted out through the openings in cylinder head. Remove push rod casings by removing bottom and top flange bolts. Flanges can then be slipped up and down on tube so that tube can be lifted slightly and pulled out at the bottom.

f. Disconnect lubricating oil pipe on front of cylinder head.

g. Disconnect and remove fuel drain piping. Remove fuel injection valve from head.

h. The cylinder head can now be lifted off after removing cylinder head stud nuts. Immediately after removing head, cover cylinder opening to prevent dirt from entering.

i. Completely dismantle rocker arms and valves.

After all parts are completely disassembled they should be thoroughly cleaned. All parts should be checked for wear and defects.

Rocker arm bearings should be checked for clearance. If clearance is not within specifications as listed at end of this section, bushings should be replaced.

VALVES

Before grinding valves, the valve stems and valve stem guides should be inspected for scoring or excessive clearance. If replacement of guides is deemed necessary this should be done *before* valve grinding. Slight scoring of valve stems can be stoned smooth. Inspection of valves and valve seats will determine whether valve seat grinding is necessary.

Improper seating or excessive wear should be corrected by grinding. If the seats on the exhaust valve and cylinder head show pitting marks, these should not be removed by grinding unless seats show excessive wear or valves are not seating properly. Such pitting marks may appear after a relatively short operating period, but usually will not develop further after prolonged operation. Valve seats which show excessive wear should be reconditioned with a valve seat grinder.

Inspect valve springs for defects such as fine cracks or reduced free length. Springs must not show any set after being compressed with coils touching. Free length should be as specified at end of this section. Replace any springs which appear defective or have taken a permanent set.

When reassembling valves in cylinder head, care should be taken not to interchange exhaust and intake valves. Cover valve stems with new lubricating oil when inserting in valve guide bushings. Height of outer valve springs in place should be 4½ inches.

INSTALLING CYLINDER HEADS

a. Make sure that the liner seats properly all around in the frame. Check the side clearance of liner in frame at the top using feeler gauges inserted between the shoulder section of liner and the bore at top of frame. At no place should this clearance be less than .005″.

b. Apply a new cylinder head gasket of the proper thickness. Gasket should be inspected carefully to make sure it is free from defects.

c. Inspect the guide section (commonly termed "Spigot") on bottom face of cylinder head. This spigot surface must be free from indentations and dirt.

d. Inspect the threads of cylinder head studs and nuts carefully and make sure that all nuts turn freely on the studs. If the threads are damaged, recondition same with die or tap. Apply graphite mixed with lubricating oil to the threads on studs and nuts at final assembly.

e. Place cylinder head on engine and check that spigot registers in cylinder liner on top of gasket. Care should be taken that cylinder head is seating free and level.

f. Partly tighten the header bolts. Hand tighten the cylinder head nuts using a short open end wrench. The nuts should be tightened a fraction of a turn at a time, drawing up on

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Page 504 Sec D-5-11

Beginning with paragraph "J" omit remaining part of page 504 and all of 505 and put in the following

after assembly of head is complete cover all valve gear with a liberal supply of lubricating oil. Then idle engine several minutes checking oil flow to all valve gear bushings. When engine is stopped check heads for tightness. No attempt to stop a blowing head gasket by tightening one or two cylinder head stud nuts should be ~~attempted~~ made. The head should be removed and trouble corrected

torque wrench, when not used, should be kept in the
as to protect same from damage.

attempt to stop a blowing cylinder head by
of tightening one or two cylinder head nuts only.
k occurs, remove the head and check the seating
n of cylinder head. Also replace the gasket. Re-
the nuts by means of a torque wrench as outlined

Omit

every second nut in rotation so as to tighten head down evenly.

g. Check space between top of frame and head at four opposite places. If the clearance at the four points is not uniform within a 1/32", loosen the head nuts and retighten so that the head goes down evenly.

h. The cylinder head nuts should then be tightened to 1200 ft. lb. torque by means of a torque wrench. A torque wrench kit (B.L.H. Pt. No. 600-70-017) has been especially designed for this purpose. The tightening should be done in three steps, 400, 800 and 1200 ft. lb. torque and in the sequence described in paragraph "f" above. Complete tightening of header bolts.

i. When tightening the nuts do not jerk the torque wrench handle, but apply a steady pull.

j. Reassemble push rod casings and insert push rods. Assemble rocker arms to cylinder head. Adjust valve tappet clearance as outlined in paragraphs "a" to "e" inclusive of Engine Timing Section. Each valve bridge has one adjustable tappet screw. This must be set to give same clearance as other end of bridge with solid tappet.

k. Install fuel injector and connect all fuel and lubricating oil piping.

l. Reassemble the water jumper connections and reconnect water piping.

m. Cover all valve gear with a liberal supply of lubricating oil.

n. Before assembling cylinder head cover lid, operate the engine for several minutes and check that oil flows to all valve gear bearings.

o. After the assembly is completed it is advisable to operate the engine for at least four hours until engine is thoroughly warmed up (150° F. cooling water temperature) preferably under load, and then again tighten the cylinder head nuts as outlined above. In order to thoroughly warm up the engine, it may be worked for a day or two before retightening the cylinder head nuts. *Use a torque wrench only for this final tightening.*

Only

X

The torque wrench, when not used, should be kept in the box so as to protect same from damage.

Do not attempt to stop a blowing cylinder head by means of tightening one or two cylinder head nuts only. If a leak occurs, remove the head and check the seating condition of cylinder head. Also replace the gasket. Retighten the nuts by means of a torque wrench as outlined above.

Only

SPECIFICATIONS

VALVE BUSHINGS	New	Limit
Inside Diameter	.875"-.876"	
Bushing to head—interference	.0005"-.00015"	

VALVES		
Diameter of stem	.868"-.867"	
Clearance—stem to bushing	.007"-.009"	.013"
Valve seat angle	45°	
Diameter of head	4 3/16"	
Lift	.938"	

VALVE SPRINGS, OUTER		
Free length	5¼"	
Length—valve closed	4½"-131 lbs.	
Length—valve open	3 9/16"-295 lbs.	

VALVE SPRINGS, INNER		
Free length	4 7/16"	
Length—valve closed	3½"-43.6 lbs.	
Length—valve open	2 9/16"-87.2 lbs.	

VALVE BRIDGE SPRING		
Free Length	5¼"	
Length—valves closed	4⅜"-153 lbs.	
Length—valves open	3 7/16"-317 lbs.	

ROCKER ARM		
Bushing to rocker arm—interference	.001"-.004"	
Inside diameter of bushing—after pressing in rocker arm	2.998"-2.999"	
Diameter of shaft	2.996"-2.995"	
Clearance—bushing to shaft	.002"-.004"	.006"

VALVE AND CYLINDER HEAD GRINDING SPECIFICATIONS		
Thickness of valve head at outer edge	3/32"	3/64"
Depth of seat in cylinder head	5/16"	9/16"*
Width of valve seat	¼"	

*Using a new valve. Limit is 33/64" using a remachined valve.

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CAMSHAFT AND CAMSHAFT DRIVE

The camshaft is made up in two sections bolted together at the center. Each section is removable from the valve gear side of engine. The cams are integral with the shaft. ~~The camshaft is supported in precision type bearing shells mounted in the fuel pump supporting bracket.~~ A thrust bearing is provided for the camshaft at the generator end of engine. The camshaft is hollow drilled to provide for pressure lubrication of all camshaft bearings.

The camshaft is driven from the crankshaft by means of a roller chain and sprockets located at the generator end of engine. An idler sprocket is used for maintaining chain tension. Lubrication is provided by a pressure spray nozzle directed at the chain.

MAINTENANCE

The camshaft bearings should be checked for clearance with a feeler gauge. Also check camshaft thrust bearing clearance.

A camshaft bearing may be replaced by removing bearing cap and lower shell and rotating upper shell around shaft. New bearing shells are applied in the reverse order. Since the camshaft bearings are readily accessible, it should not be necessary to remove the camshaft except if its condition requires replacement.

If either or both halves of the camshaft require removal, the following procedure is necessary:

a. Remove chain drive housing, chain and camshaft sprocket. Also remove camshaft thrust bearing bracket.

b. Remove cylinder head top covers, rocker arms and brackets, push rods and push rod casings.

c. Remove governor and overspeed stop.

d. Support camshaft on wooden blocks resting on bottom of camshaft trough and remove bearing caps and shells. Remove camshaft follower brackets.

e. Disconnect camshaft joint at center of engine. Either half of camshaft can then be moved toward end of engine and lifted out through front opening of camshaft casing.

Page 602 - Section D-6-11 {Baldwin}

add to second paragraph ~~in the~~ ~~marked out~~

overtightening of camshaft drive chains has resulted in excessive chain stretch and occasional chain failures of chain and idler brackets. The total of 1 1/4" as given above is measured on the side opposite idler (with all slack pulled to side opposite idler)

set or half link in the chain.

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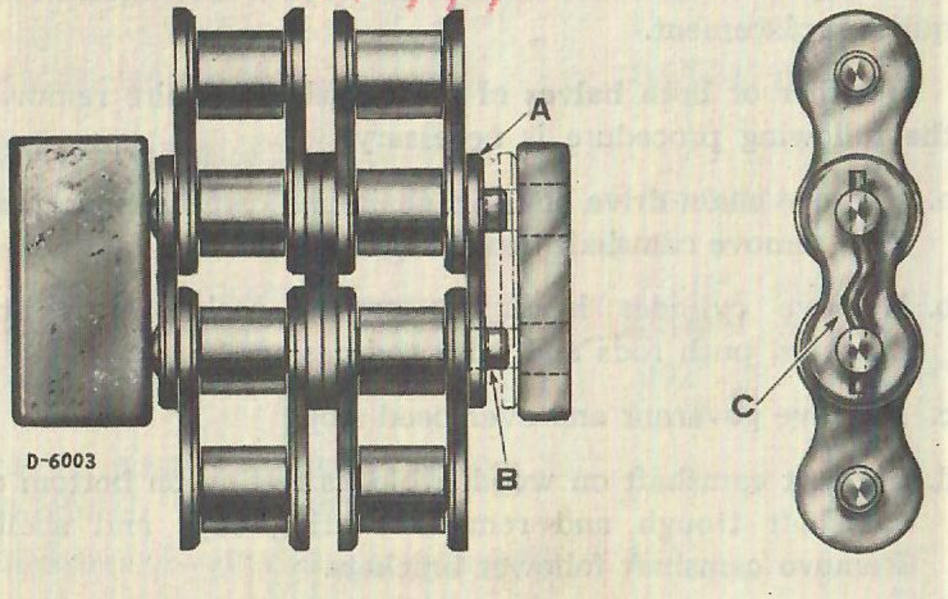

Removable Link in Camshaft Drive Chain

Figure 1

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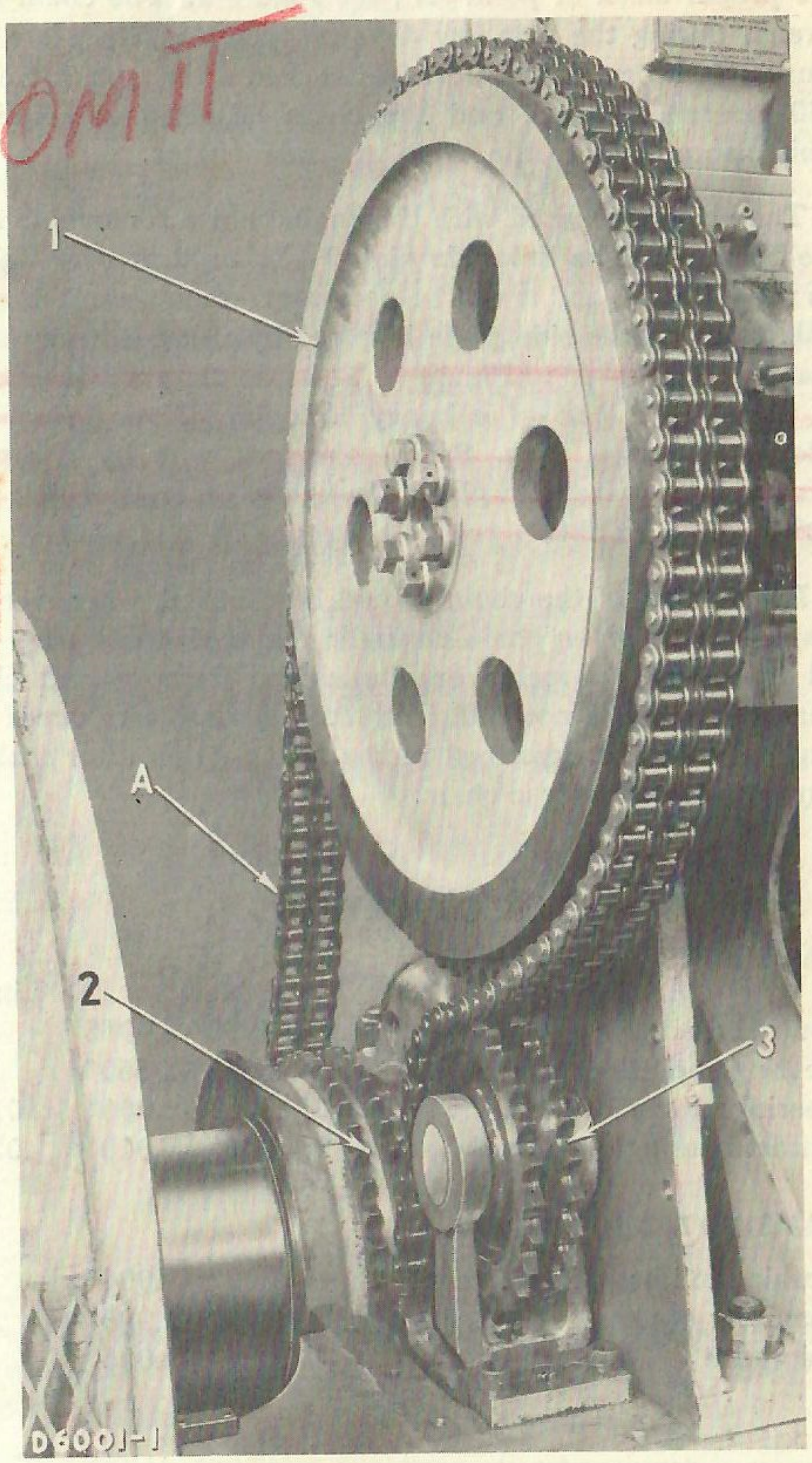

Camshaft Chain Drive

Figure 2

1. Camshaft Sprocket
2. Crankshaft Sprocket
3. Adjustable Idler Sprocket

CHAIN DRIVE

The camshaft chain drive should be inspected periodically for wear and tension adjustment. In order to check the tension, remove inspection opening cover plate on chain casing and apply strong hand pressure to center of longest chain span. The total movement or slack should be approximately ~~¾~~". 1¼". It is not necessary to remove chain drive casing to check chain tension.

Chain tension is adjusted by the idler sprocket. After loosening the adjusting screw locking flange located on the valve gear side of bedplate, the adjusting screw can be turned until the chain slack is taken up. Tighten the locking flange and recheck tension. Repeat if necessary until chain is properly adjusted. The locking flange must be drawn up tight after final adjustment is made.

After chain tension has been readjusted, the engine should be barred over at least two revolutions in direction of normal rotation to make sure that tension is not greater than desired at any position of sprockets.

After the full range of idler sprocket adjustment has been utilized, a new chain should be installed. Do not use an offset or half link in the chain.

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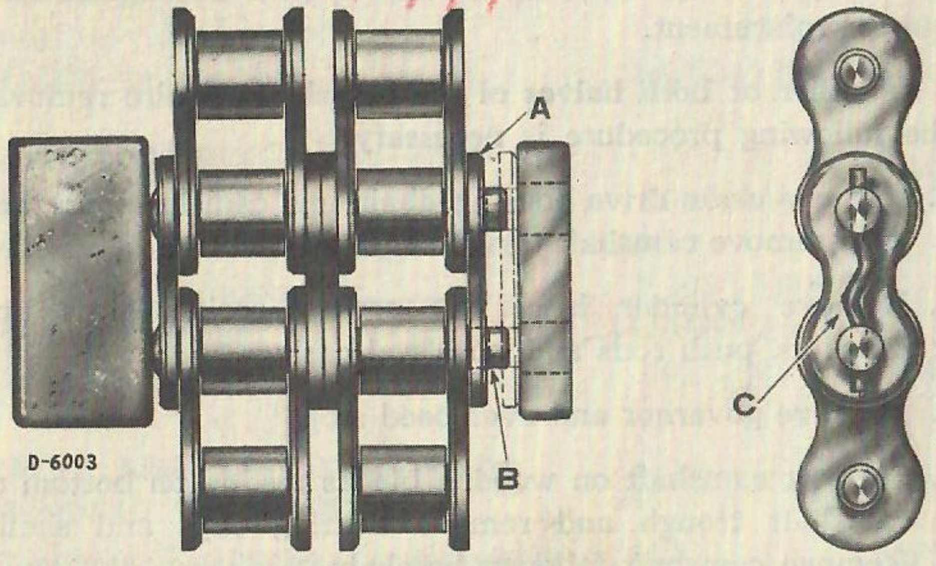
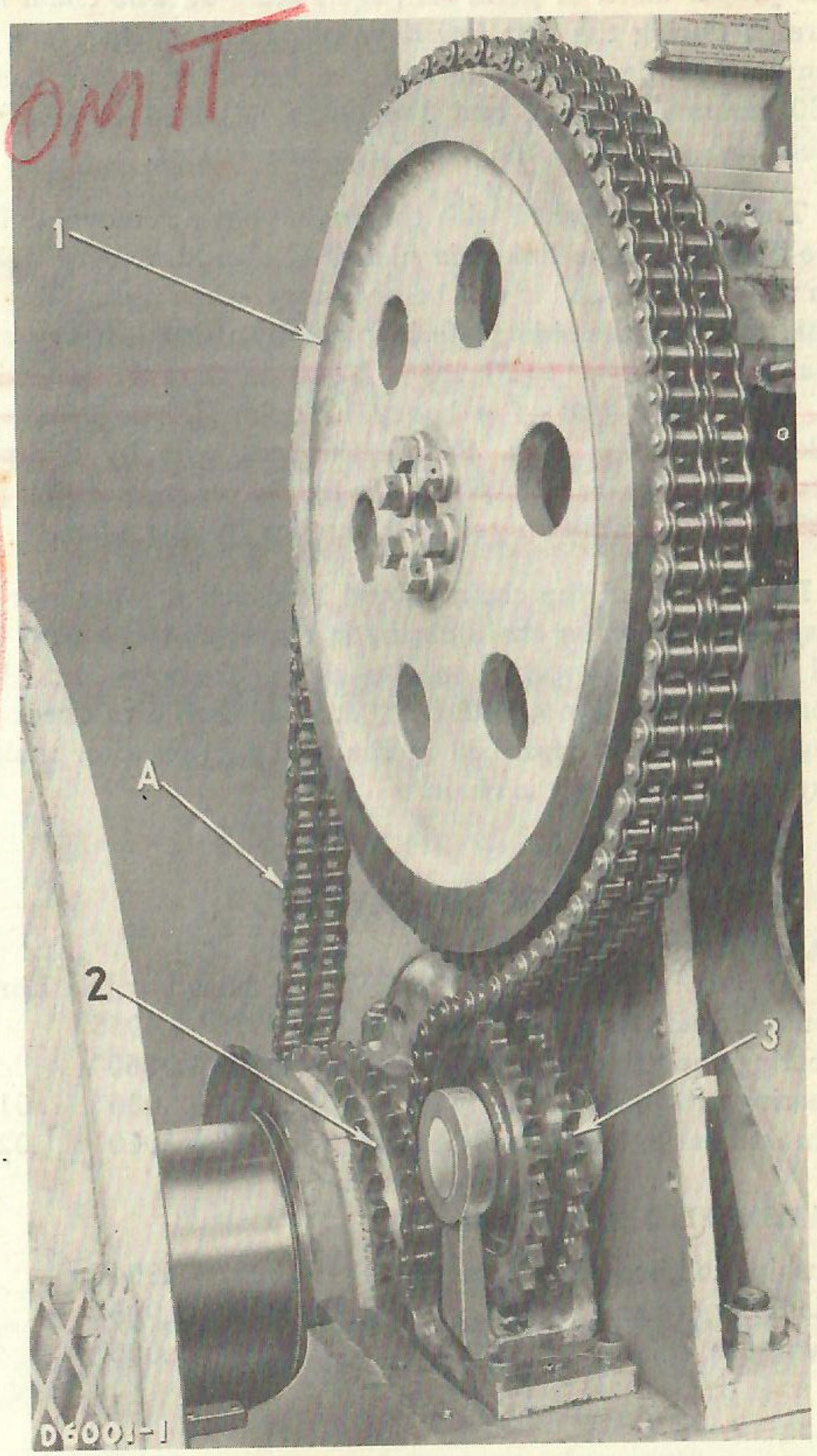


Removable Link in Camshaft Drive Chain

Figure 1

OMIT



Camshaft Chain Drive

Figure 2

1. Camshaft Sprocket **2. Crankshaft Sprocket**
3. Adjustable Idler Sprocket

When a new chain is installed, it shou
the proper slack at ~~point "A", see Figure~~ LONG SPAN SIDE
stretch during the first few days of oper
tension in a new chain must be checked
150 hours operation, and the chain ad
This also applies to the chain in a new e

The chain furnished ~~with~~ FOR the engine ha
see Figure 1. The link side plate "A" sho
on the pins "B", and it will be necessary, w
link, to drive the side plate in place by u
plate, as illustrated in Figure 1. The side
in place by means of a heavy lockwire
alloy steel cotter pins. Secure the lock
After the lockwire is in place, tap lightly o
"B" in order to obtain proper clearance fo

Lubrication of the chain should be chec
inspection cover on chain casing is remove
oil is sprayed properly on the chain. R
nozzle if spray is not sufficient. It is advis
engine timing as described in the next sec
any adjustments to the chain.

SPECIFICATIONS

CAMSHAFT

	Ne
Journal diameter	3.4955'
Bearing shell thickness	.0855'
Bearing clearance	.003"
Thrust bearing clearance (lateral)	.006"

CAMSHAFT DRIVE IDLER

Bushing to idler—interference	.002"
Diameter of shaft	1.999"
Clearance	.004"

Page 701- Eng Manual D-7-11

After the word "clearance" in paragraph b omit from there all of c-d-and e and use the fallowing:

Loosen lock nut on valve bridge end of rocker arm adjusting screw and back screw out until valve tappett inside or underneath rocker arm does not contact top of valve stem, do the same with the adjustment in the outer end of valve bridge. Then set the clearance between tappett and valve stem underneath the rocker arm at .025" with the rocker arm adjustment. next set the outer valve by using the valve bridge adjustment to the same dimension .025" Lock the adjustment.

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ridge "3." See
at points "1" 5

c. If the above checking indicates an adjustment is necessary, loosen lock nut and back out adjustable tappet screw "4" in one end of bridge approximately ⅛ inch. Opposite end of bridge has solid non-adjustable tappet pin "5."

When a new chain is installed, it should be installed with the proper slack at LONG SPAN SIDE ~~point "A", see Figure 2.~~ The chain may stretch during the first few days of operation, therefore, the tension in a new chain must be checked after approximately 150 hours operation, and the chain adjusted as required. This also applies to the chain in a new engine.

The chain furnished ~~with~~ FOR the engine has a removable link, see Figure 1. The link side plate "A" should fit very tightly on the pins "B", and it will be necessary, when assembling the link, to drive the side plate in place by using a heavy steel plate, as illustrated in Figure 1. The side plate "A" is secured in place by means of a heavy lockwire "C" or by special alloy steel cotter pins. Secure the lock wire by crimping. After the lockwire is in place, tap lightly on ends of link pins "B" in order to obtain proper clearance for end plate.

Lubrication of the chain should be checked, whenever the inspection cover on chain casing is removed, to be sure that oil is sprayed properly on the chain. Remove and clean nozzle if spray is not sufficient. It is advisable to check the engine timing as described in the next section after making any adjustments to the chain.

SPECIFICATIONS

CAMSHAFT

	New	Limit
Journal diameter	3.4955″-3.4965″	
Bearing shell thickness	.0855″-.0860″	
Bearing clearance	.003″ - .006″	.010″
Thrust bearing clearance (lateral)	.006″ - .010″	.025″

CAMSHAFT DRIVE IDLER

Bushing to idler—interference	.002″ - .004″
Diameter of shaft	1.999″ -1.998″
Clearance	.004″ - .006″

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ENGINE TIMING

For intervals at which the engine timing should be checked consult your maintenance ~~charts~~ FORMS. The camshaft drive chain will increase slightly in length due to stretch and wear which will cause the valve timing to become gradually late. Therefore the timing must be adjusted to compensate for the increased length in the chain. In a new engine or after a new chain has been installed the timing should be checked after about 10,000 miles.

The engine timing is controlled by three cams which operate the fuel injection pump, intake and exhaust valves. The cams for all cylinders are made integral with the camshaft and located in exact positions relative to each other. Therefore, it is only necessary to inspect and adjust the opening position of the valves on No. 1 cylinder. However, the valve tappet clearance for all valves should be set according to the method outlined in paragraphs "a" to "e" below. The tappet clearances must be adjusted to comply with clearances specified at the end of this section. Mark

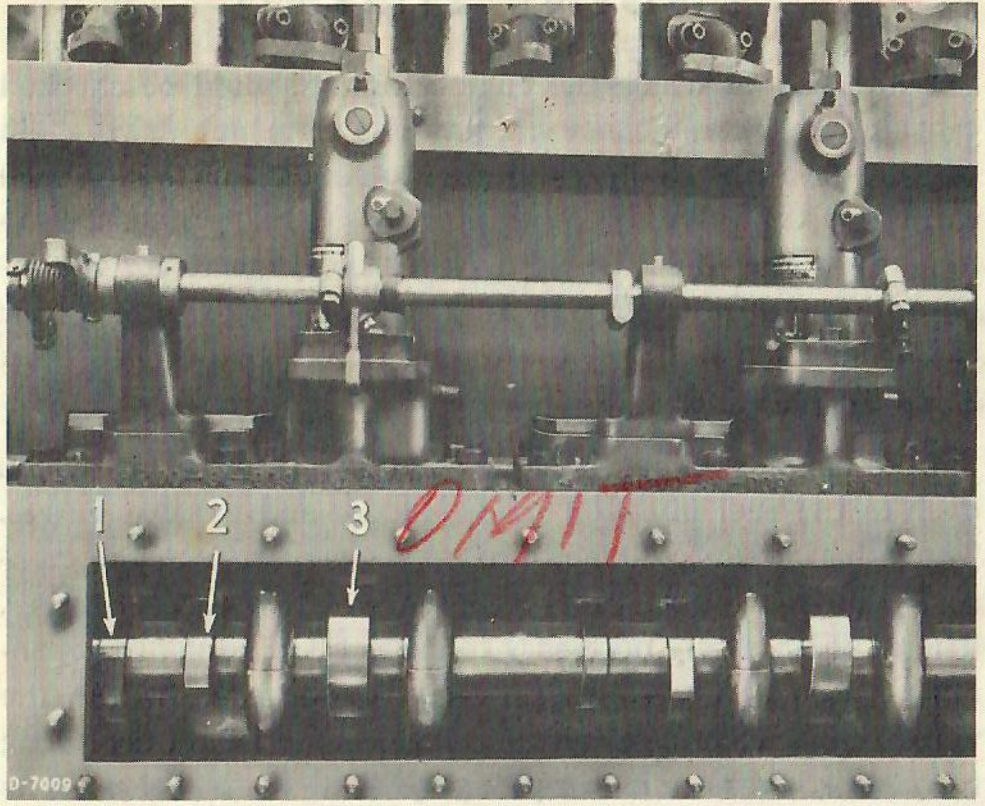
Before inspecting and adjusting the timing it is important to check, and correct if necessary, the camshaft drive chain tension. This operation is described in the preceding section.

The timing of valves may be inspected and adjusted as follows:

a. Bar the engine over so that the exhaust valves on No. 1 cylinder are closed (cam roller on low portion of the cam). The piston must be on the expansion stroke when inspecting the exhaust valve opening position.

b. With a feeler gauge of correct thickness as specified at end of this section, check the valve tappet clearance "1" and "2" under each end of valve actuating bridge "3." See Figure 2. The clearance should be 0.025″ at points "1" and "2."

c. If the above checking indicates an adjustment is necessary, loosen lock nut and back out adjustable tappet screw "4" in one end of bridge approximately ⅛ inch. Opposite end of bridge has solid non-adjustable tappet pin "5."



Camshaft

Figure 1

1. Inlet Cam
2. Exhaust Cam
3. Fuel Cam

d. ~~Adjust screw "6"~~ up or down to obtain correct clearance ~~between valve stem and solid tappet pin "5" on bridge. Do not change screw "7"~~ as long as lockplate is securely crimped in place.

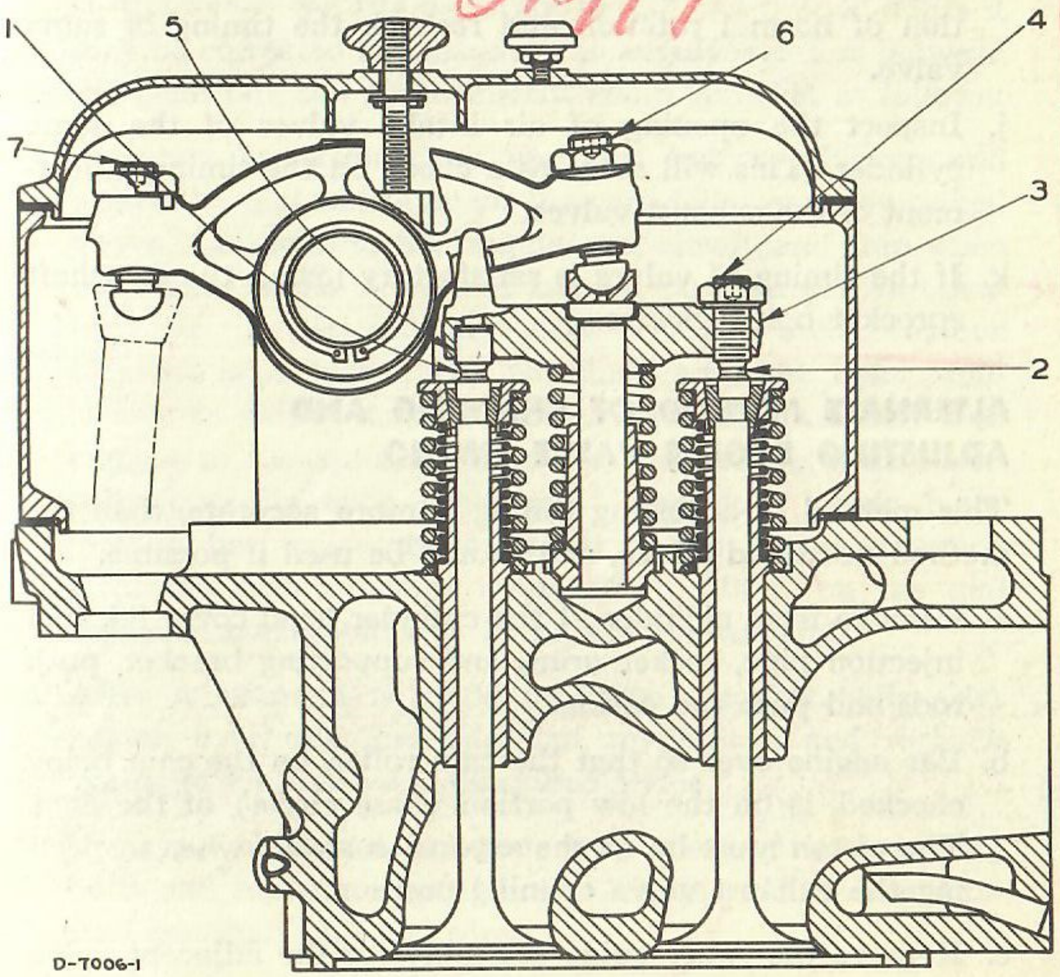
e. ~~The adjustable tappet screw "4" in bridge should then be adjusted to give same clearance between valve stem as opposite end of bridge. Lock tappet screw.~~

c

f. Bar engine over slowly in direction of normal rotation until valve bridge pressure pins just touch the valve stems. This is the actual opening position of the valves.

d

g. Ascertain ~~from markings on the generator fan or~~ by means of a bevel protractor on side of crank cheek of No. 1 cylinder, whether or not the timing of the valve is correct. The timing should not be more than one degree earlier or one degree later than specified. If the bedplate is not level, the protractor reading should be corrected accordingly.



Valve Tappet Adjustment

FIGURE 2

~~h.~~ e In the event the valve timing is not within proper limits, it may be corrected by changing the angular relation between the camshaft and the camshaft chain sprocket. Bar engine over to the position at which the valve should begin to open. Block the crankshaft in this position. Remove the lockwire and loosen camshaft sprocket bolts sufficiently to permit angular movement of the camshaft with respect to the sprocket.

If the timing is to be advanced, turn the camshaft in the same direction as normal rotation of engine until bridge tappets just touch valve stems. In the event the timing is to be retarded, the camshaft is turned in the opposite direction until bridge tappets are clear of valve stems and then turned the same direction as for late timing until touching.

~~i.~~ f After adjustment is made, retighten sprocket bolts. Bar engine over through one cycle or two revolutions in direction of normal rotation and recheck the timing of same valve.

~~j.~~ g Inspect the opening of air intake valves of the same cylinder. This will serve as a check on the timing adjustment of the exhaust valves.

~~k.~~ h If the timing of valves is satisfactory install the camshaft sprocket bolt lockwire.

ALTERNATE METHOD OF CHECKING AND ADJUSTING ENGINE VALVE TIMING

This method of adjusting timing is more accurate, than the method described above, and should be used if possible.

a. Remove from cylinder #1 the cylinder head cover lid, fuel injection pipe, rocker arms, and supporting bracket, push rods and push rod casings.

b. Bar engine over so that the cam roller, on the cam being checked, is on the low portion (base circle) of the cam. The piston must be on the expansion stroke when inspecting the exhaust valve opening position.

c. Remove the roller guide assembly for the adjacent valve in the same cylinder, and place it upside down on top of the roller guide for the cam being checked. See Figure 3.

d. Place a dial indicator on the top of the cam follower bracket so that the point rests on a smooth level portion of the cam follower. Adjust dial indicator to "Zero" reading.

e. Bar engine over slowly in direction of normal rotation. Do not jar or jolt bar as this may cause an error in the reading. When the dial indicator reads .020″ the cam follower has completed the movement up the cam ramp and this is the actual opening position of the valve. The reason .020″ is used on the cam follower and .025″ at the valves is because the rocker arm has a ratio of 4 to 5.

f. Ascertain from markings on the generator fan or by means of a bevel protractor on side of crank cheek of No. 1 cylinder, whether or not the timing of the valve is correct. The timing should not be more than one degree earlier or one degree later than specified. If the bedplate is not level, the protractor reading should be corrected accordingly.

g. In the event the timing is not within the proper limits it may be corrected by changing the angular relation between the camshaft and the camshaft chain sprocket as follows:

Rotate crankshaft one and one half revolutions and locate the dial indicator on the cam follower as described above. Continue to bar engine over slowly and stop when the crankshaft is in correct angular position (valve opening). If the dial indicator does not read .020″, remove lockwire and loosen the camshaft sprocket bolts sufficiently to permit angular movement of the camshaft with respect to the sprocket, then remove two bolts diametrically opposite each other and insert two longer bolts. With a bar, move the camshaft in the proper direction until the dial indicator reads .020″. (.001″ on the dial indicator corresponds to 1° on the crankshaft).

h. After adjustment is made retighten sprocket bolts. Bar engine over one and one half revolutions and recheck timing of same valve as described above.

i. If timing of valves is satisfactory remove the two long bolts and replace original bolts. Tighten all bolts and install camshaft bolt lockwire.

j. Reassemble push rods, push rod tubes, rocker arms and fuel injection pipe.

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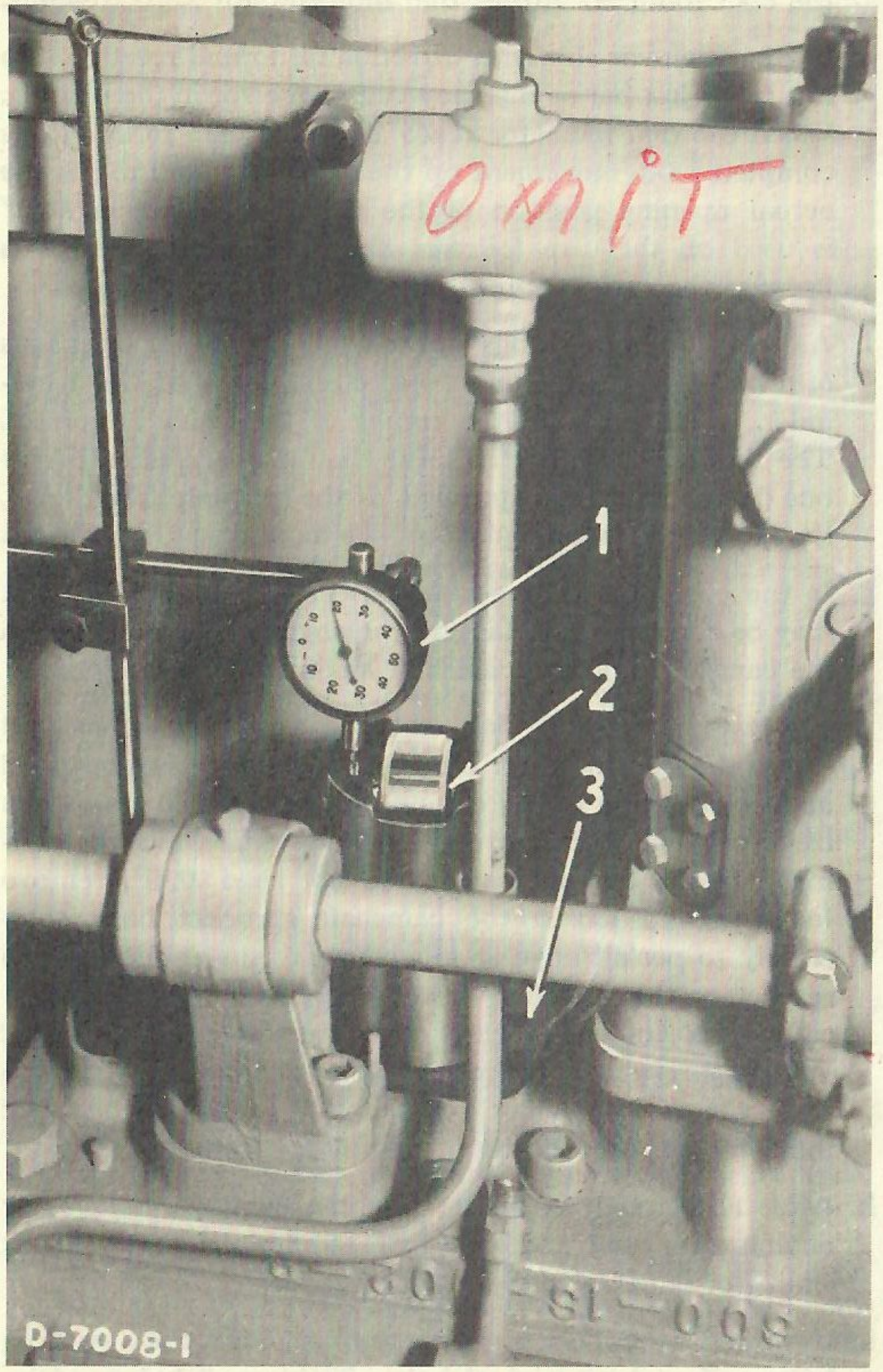


Checking Valve Timing

Figure 3

1. Dial Indicator **2. Roller Guide Assembly**
3. Cam Follower Bracket

Omit

If time does not permit removal of push rods and other parts necessary to make engine valve timing adjustment in accordance with the above method, checking and adjustment may be made by mounting the dial indicator on the push rod end of the rocker arm to determine the .020" lift on cam. Then proceed to check and make adjustments as outlined under the above method.

FUEL INJECTION PUMP TIMING

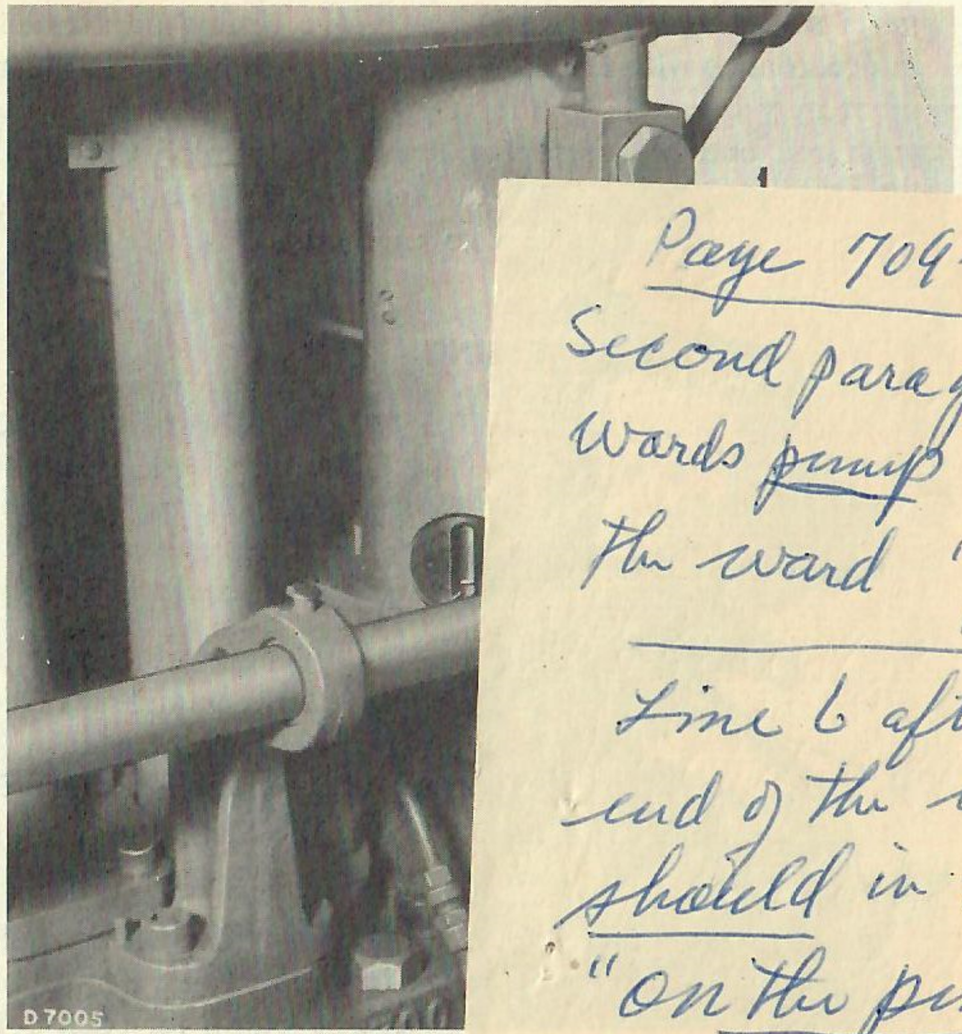
The timing of the fuel injection pumps is adjusted carefully at the factory and it should seldom be necessary to make any changes for normal operating conditions. However, it is necessary to check the timing after the replacement of pump plunger and cylinder or a complete pump assembly.

Before inspecting or adjusting the timing of any fuel pumps, it is important to make sure that the camshaft drive chain is in proper adjustment. If the adjustment of the camshaft drive chain or resetting of the valve timing is required, this work must be done before the fuel pump timing is adjusted.

If the angular relation between the camshaft and camshaft sprocket is altered, the fuel injection pump timing must be checked and corrected if necessary. The pump for each cylinder must be checked.

The timing of the injection pump is checked by barring engine over in direction of normal rotation until the line ~~"A"~~ inscribed on fuel pump plunger ~~guide "B"~~ is in line with marks ~~"C"~~ on each side of inspection window in fuel pump body, ~~refer to Figure 5.~~ This is the point of port closure in the pump and the crank of the cylinder corresponding to the fuel pump being checked, should be at the angle specified at the end of this section.

If the angle is not as specified, it can be corrected by adding or removing shims under the fuel injection pump body. This raises or lowers the position of pump cylinder in relation to the plunger and thus alters the beginning of actual injection for the individual pump. Adding shims retards injection and removing shims advances injection. The timing of each pump should be adjusted separately in the proper sequence

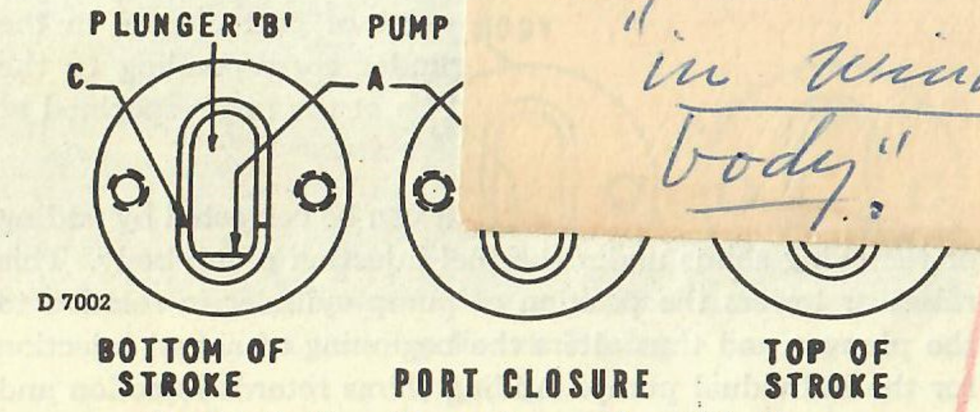


Fuel Injec

FIGU

1. Fuel Injection Pump

3. Inspect



Fuel Injection Pump Inspection Window

FIGURE 5

of firing order. Approximately .015″ shim thickness corresponds to 1° on the crankshaft. The mark "A" in all pumps should be visible through the window port in pump body for both top and bottom of plunger travel.

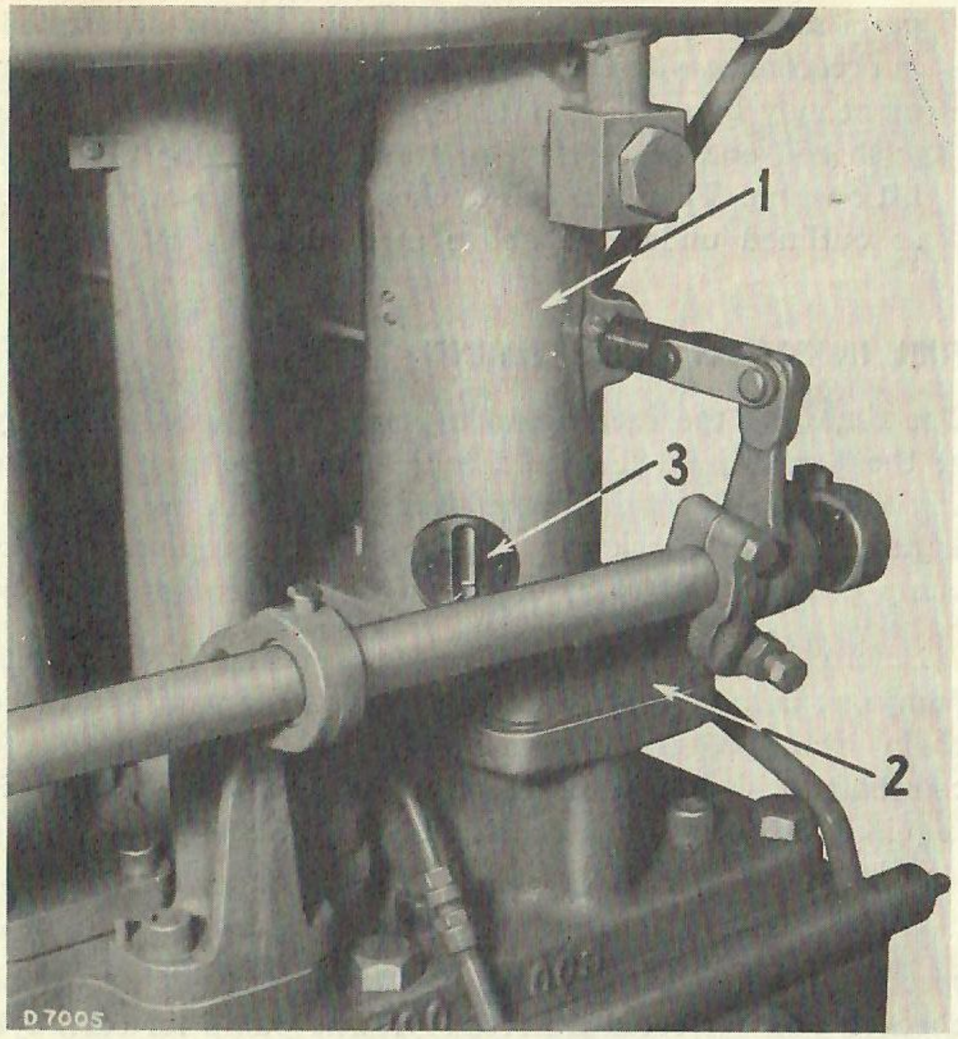
When a complete new pump, or plunger and cylinder assembly is to be installed, first bar engine over slowly until
ch the replacement is to be
arks "C" on window port of
ts without changing position
ave been installed, the mark
arks "C". If not, change the
mp body as required.

Page 709 - Eng. Manual - D-7-11

Second paragraph line 3 between the wards pump and the ward on add the ward "plunger"

Line 6 after the ward mark at the end of the line and between word should in line 7 add the wards "on the pump plunger"

Line 7 between ward marks and period put the wards "in window port of the pump body".



Fuel Injection Pump

FIGURE 4

1. Fuel Injection Pump
2. Shims for Timing
3. Inspection Window

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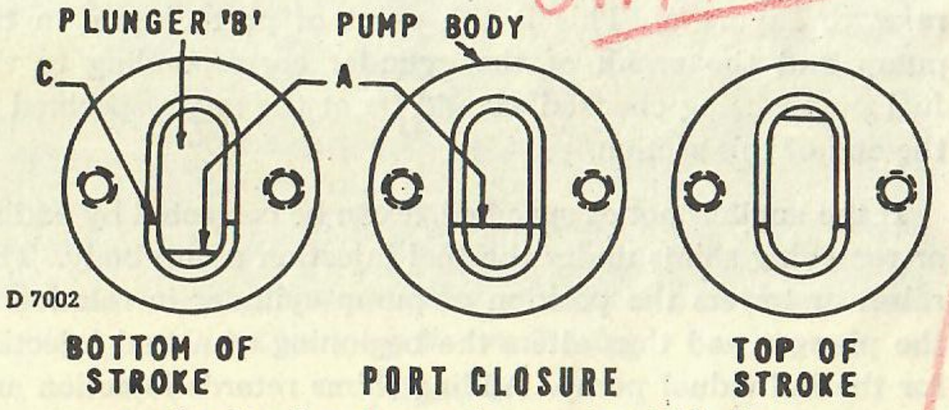

Fuel Injection Pump Inspection Window

FIGURE 5

of firing order. Approximately .015″ shim thickness corresponds to 1° on the crankshaft. The mark "A" in all pumps should be visible through the window port in pump body for both top and bottom of plunger travel.

Plunger

When a complete new pump, or plunger and cylinder assembly is to be installed, first bar engine over slowly until mark "A" on the pump on which the replacement is to be made, aligns exactly with the marks "C" on window port of pump body. Make replacements without changing position of camshaft. After new parts have been installed, the mark "A" should align exactly with marks "C". If not, change the thickness of shims under fuel pump body as required.

SPECIFICATIONS

TIMING		Hesselman Pistons* Supercharged	Hesselman Pistons* Normally Aspirated
INLET VALVE			
Opens	°B.U.D.C.	81	32
Closes	°A.L.D.C.	39	48
EXHAUST VALVE			
Opens	°B.L.D.C.	56	52
Closes	°A.U.D.C.	79	28
INJECTION PUMP			
Port closes	°B.U.D.C.	21	32

*This type of piston has a depressed center portion but with a raised cone in the center of this depression.

(Tolerance on all above ratings— ± 1° of crank angle)

VALVE TAPPET CLEARANCES (Cold engine at 70° F.)

Exhaust valves	.027"-.029"
Intake valves	.006"-.008"

VALVE TAPPET CLEARANCES (Hot engine at 155° F.)

Exhaust valves	.033"
Intake valves	.013"

For timing purposes only, the tappet clearance should be set at: .025" if checked at valves.

The above temperatures apply to the water temperature with the engine shut down.

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GOVERNORS

NOTE: USE ONLY SUCH INFORMATION AS APPLIES TO THE SPECIFIC TYPE INSTALLED ON YOUR ENGINE.

This Manual contains descriptions of two types of governors; one for the Woodward UG8 hydraulic relay type and the other for the Woodward PG electro-hydraulic type.

The Woodward UG8 hydraulic governor, and its related actuator, pneumatic throttle and external load control pilot valve, is described ~~on pages 801 to 805 and 901 to 912 inclusive~~.

The Woodward PG electro-hydraulic governor is described ~~on addenda pages following page 805.~~ For engines equipped with this governor, ~~pages 901 to 912~~ should be disregarded with the exception of the description of the overspeed stop, which applies regardless of the type of governor installed.

Protection against low lubricating oil pressure is incorporated in the PG governor, ~~and the instructions for a separate device on pages 1406 and 1407 should be disregarded.~~

All 4500's have P.G. Electro hydraulic Type.
All switch engines have UG8L hydraulic
2700-2702- have UG8L Gov.

WOODWARD PG GOVERNOR

GENERAL DESCRIPTION

A modified hydraulic governor, known as the Woodward PG governor, regulates engine speed in much the same manner as the regular Woodward UG8 governor. It is equipped with a number of auxiliary devices to incorporate certain control or protective features within the governor. Foremost among these devices are:

1. Four solenoids, "A", "B", "C" and "D", which control engine speeds, thus affording a large combination of speed settings. Solenoid "D" is also used to shut down the engine.
2. A shutdown mechanism to automatically stop the engine if engine lubricating oil pressure is too low.
3. A load control device which automatically regulates engine output by controlling the flow of oil to a servomotor which operates a rheostat in the excitation circuit.
4. An overriding solenoid which operates to counteract the action of the load control device under certain conditions.

SPEED — LOAD RELATIONSHIP

The fuel control shaft on the engine is rotated by the action of the governor as it responds to a conventional assembly of rotating flyballs driven by the engine and acting against a spring loaded linkage. This assembly maintains the engine speed for any *specific* throttle setting by increasing or decreasing the fuel supply when an increased load tends to slow down the engine, or a decreased load tends to speed up the engine.

Omit

The engine speed for the *various* throttle settings is controlled by the four solenoids connected to the throttle electrically. When advancing the throttle, the rate at which engine speed increases is limited by the governor.

ENGINE — STOP CONTROL

The "D" solenoid mentioned
effect opposite to that of th
control circuits are in "stop" pc
affecting the power piston of t
trol shaft is automatically m
the fuel supply to the engine.
with a manual shutdown plu
to shut down the engine.

LOW LUBRICATING OIL PRE

An oil line from the engine l
down mechanism of the gove
lubricating oil pressure to the
to respond to other auxiliary
lubricating oil pressure is too
governor operates to move the
to shutdown position which f
a stop position. The engine w
pressure drops below 12-18 P.S.I. at idle speed or below
42-48 P.S.I. at full speed. Additional refinements in this
mechanism provide
engine and a quicker
at idling speed.

OVERRIDING ASSEM

The overriding solen
return the load regula
position when changi
electrical transition, w
lator to minimum fi
reverser in the "off" p

Page III. Engine Manual D-8-11
Governor addendum.

In place of paragraph E put the following =

By means of adjusting screw in floating lever and by use of knurled knob on screw set the distance from the left face of the nut on the screw at the top end of the vertical slide link to the left end of the adjusting screw to 11/16" (left end toward the solenoids)

Page IV - Engine Manual, Sec. D-8-11
Governor addendum.

paragraph g - line 7 in place of letter "A" put the dimension 11/16".

NT

uel injection pump control
nks and a lever. The link
shaft lever is adjustable
the position of regulating
; this link decreases fuel
a given governor position.
is necessary to disconnect
herical rod end as required
The lever in the governor
adjustment which is set
overnor power piston will
acks and regulating shaft.
llowing procedure should

adjusting screws to ap-
threaded length, and set

the way down (fuel-off
table link which connects
fuel racks at 4 mm.

d raise power piston all
od jack (a tool furnished
n point of slotted lever,
mentioned above, so that fuel rack travel is stopped (rack
ps) when power piston is at top

on with power piston all the way
t 4 mm, readjust as in (b) and
tain proper conditions.

rew in floating lever, set distance
gure No. 1.

ndicating pointer at "full speed"
ual speed-setting tool (furnished
ston rod jack, set power piston
nm. (This is full-load position).
position has been specified, in
ull-load for a particular engine,
ll-load position must be between

ENGINE — STOP CONTROL

The "D" solenoid mentioned above, when energized, has an effect opposite to that of the other solenoids. When the control circuits are in "stop" position, this is the only solenoid affecting the power piston of the governor, and the fuel control shaft is automatically moved to a position closing off the fuel supply to the engine. The governor is also equipped with a manual shutdown plunger which may be operated to shut down the engine.

LOW LUBRICATING OIL PRESSURE SHUTDOWN

An oil line from the engine lubricating system to the shutdown mechanism of the governor transmits normal engine lubricating oil pressure to the governor which is then free to respond to other auxiliary devices in normal manner. If lubricating oil pressure is too low, a shutdown piston in the governor operates to move the power piston in the governor to shutdown position which forces the fuel control shaft to a stop position. The engine will shut down if lubricating oil pressure drops below 12-18 P.S.I. at idle speed or below 42-48 P.S.I. at full speed. Additional refinements in this mechanism provide a time delay to permit starting the engine and a quicker shutdown at high engine speed than at idling speed.

OVERRIDING ASSEMBLY

The overriding solenoid operates the overriding valve to return the load regulator servomotor toward minimum field position when changing from series parallel to parallel in electrical transition, when used, or to return the load regulator to minimum field when speeding up engine with reverser in the "off" position.

GOVERNOR LINKAGE ADJUSTMENT

The governor is connected to the fuel injection pump control shaft (regulating shaft) by two links and a lever. The link which connects to the regulating shaft lever is adjustable and provides a means of adjusting the position of regulating shaft and fuel racks. Lengthening this link decreases fuel and shortening it increases fuel for a given governor position. To change the length of this link it is necessary to disconnect one end of the link and turn the spherical rod end as required to obtain the correct rack setting. The lever in the governor linkage is provided with a slotted adjustment which is set so that full travel (one inch) of governor power piston will correspond to full travel of fuel racks and regulating shaft. To adjust governor linkage the following procedure should be followed:

a. Set individual fuel rack lever adjusting screws to approximately mid travel of their threaded length, and set all fuel racks at the same value.

b. With governor power piston all the way down (fuel-off position), set length of the adjustable link which connects to regulating shaft lever to hold fuel racks at 4 mm.

c. Remove governor top cover and raise power piston all the way by means of the piston rod jack (a tool furnished with governor), then set fulcrum point of slotted lever, mentioned above, so that fuel rack travel is stopped (rack stop collars against pumps) when power piston is at top of its stroke.

d. Recheck fuel rack position with power piston all the way down. If racks are not at 4 mm, readjust as in (b) and (c) above in order to obtain proper conditions.

e. By means of adjusting screw in floating lever, set distance "A" to 11/16", refer to figure No. 1.

f. Set speed-setting piston indicating pointer at "full speed" position by means of manual speed-setting tool (furnished with governor). With piston rod jack, set power piston to hold fuel racks at 28 mm. (This is full-load position). If any other fuel rack position has been specified, in testing instructions, for full-load for a particular engine, use this other position. Full-load position must be between

1 and 2 mm. less than the full rack travel as limited by the stop-collars. Load control pilot valve position indicator pointer should be at "0" on indicator. If not, loosen clamping screw and rotate eccentric adjustment until pointer is at "0" position. Tighten clamping screw.

g. Set speed setting piston indicating pointer at "IDLE" position. Set power piston to hold fuel racks at 8.5 mm. position. Load control pilot valve position indicator pointer should be at or near first mark below "0" position on indicator (on "Minimum Field Start" side of indicator).

NOTE: If pointer is not at first mark below "0", change distance "A" and eccentric adjustment to obtain position described in steps (f) and (g).

h. Remove power piston jack and manual speed-setting tool.

NOTE: The above is a "dry-run" setting of governor linkages. Final full-load setting should be made on actual load test on a water rheostat or resistor bank. After speed and load settings are established, secure floating lever adjusting screw with wire.

i. With no load on engine, increase engine speed one throttle notch at a time, allowing sufficient time at each notch for speed and power pistons to come to rest. Note that load regulator moves from MIN. FIELD to MAX. FIELD in 2nd notch, and moves back to MIN. FIELD when throttle is returned to 1st notch.

j. Move throttle rapidly to "full speed" position, and note time required for load control servomotor to rotate from MIN. FIELD to MAX. FIELD position. Return throttle to "idle" position, and note time required for load control servomotor to rotate from MAX. FIELD to MIN. FIELD position. Time should be as follows:

MIN. FIELD to MAX. FIELD — 10-12 seconds
MAX. FIELD to MIN. FIELD — 15-17 seconds

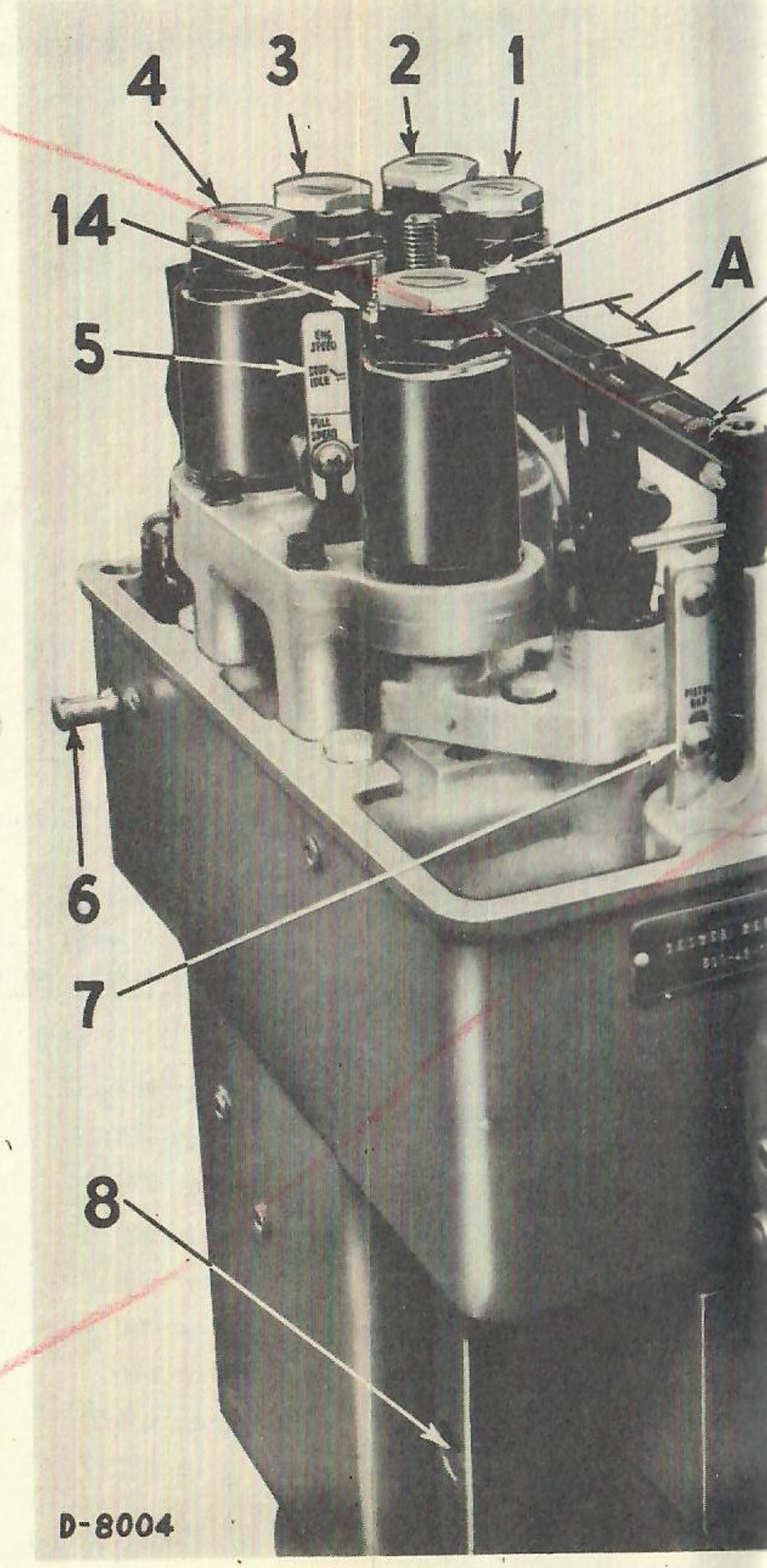
If these values are not obtained, timing should be adjusted by means of load control timing adjustment screws.

ENGINE SPEED ADJUSTMENT

Engine and governor should be at normal operating temperatures before attempting to make speed adjustment. To adjust the engine speed the following procedure should be followed:

O M

1. **Solenoid "C"**
2. **Solenoid "A"**
3. **Solenoid "D"**
4. **Solenoid "B"**
5. **Speed Setting Indicator Scale**
6. **Shutdown Plunger**
7. **Piston Gap Indicator**
8. **Compensating Needle Valve**
9. **Load Control Pilot Valve Position Indicator**
10. **Floating Lever and Linkage**
11. **Floating Lever Ratio Adjustment**
12. **Load Control Timing Adjustment**
13. **Overriding Solenoid "O"**
14. **Basic Speed Setting Adjustment**



Governor
Figure 1

1 and 2 mm. less than the full rack travel as limited by the stop-collars. Load control pilot valve position indicator pointer should be at "0" on indicator. If not, loosen clamping screw and rotate eccentric adjustment until pointer is at "0" position. Tighten clamping screw.

g. Set speed setting piston indicating pointer at "IDLE" position. Set power piston to hold fuel racks at 8.5 mm. position. Load control pilot valve position indicator pointer should be at or near first mark below "0" position on indicator (on "Minimum Field Start" side of indicator).

NOTE: If pointer is not at first mark below "0", change distance "A" and eccentric adjustment to obtain position described in steps (f) and (g).

h. Remove power piston jack and manual speed-setting tool.

NOTE: The above is a "dry-run" setting of governor linkages. Final full-load setting should be made on actual load test on a water rheostat or resistor bank. After speed and load settings are established, secure floating lever adjusting screw with wire.

i. With no load on engine, increase engine speed one throttle notch at a time, allowing sufficient time at each notch for speed and power pistons to come to rest. Note that load regulator moves from MIN. FIELD to MAX. FIELD in 2nd notch, and moves back to MIN. FIELD when throttle is returned to 1st notch.

j. Move throttle rapidly to "full speed" position, and note time required for load control servomotor to rotate from MIN. FIELD to MAX. FIELD position. Return throttle to "idle" position, and note time required for load control servomotor to rotate from MAX. FIELD to MIN. FIELD position. Time should be as follows:

MIN. FIELD to MAX. FIELD — 10-12 seconds
MAX. FIELD to MIN. FIELD — 15-17 seconds

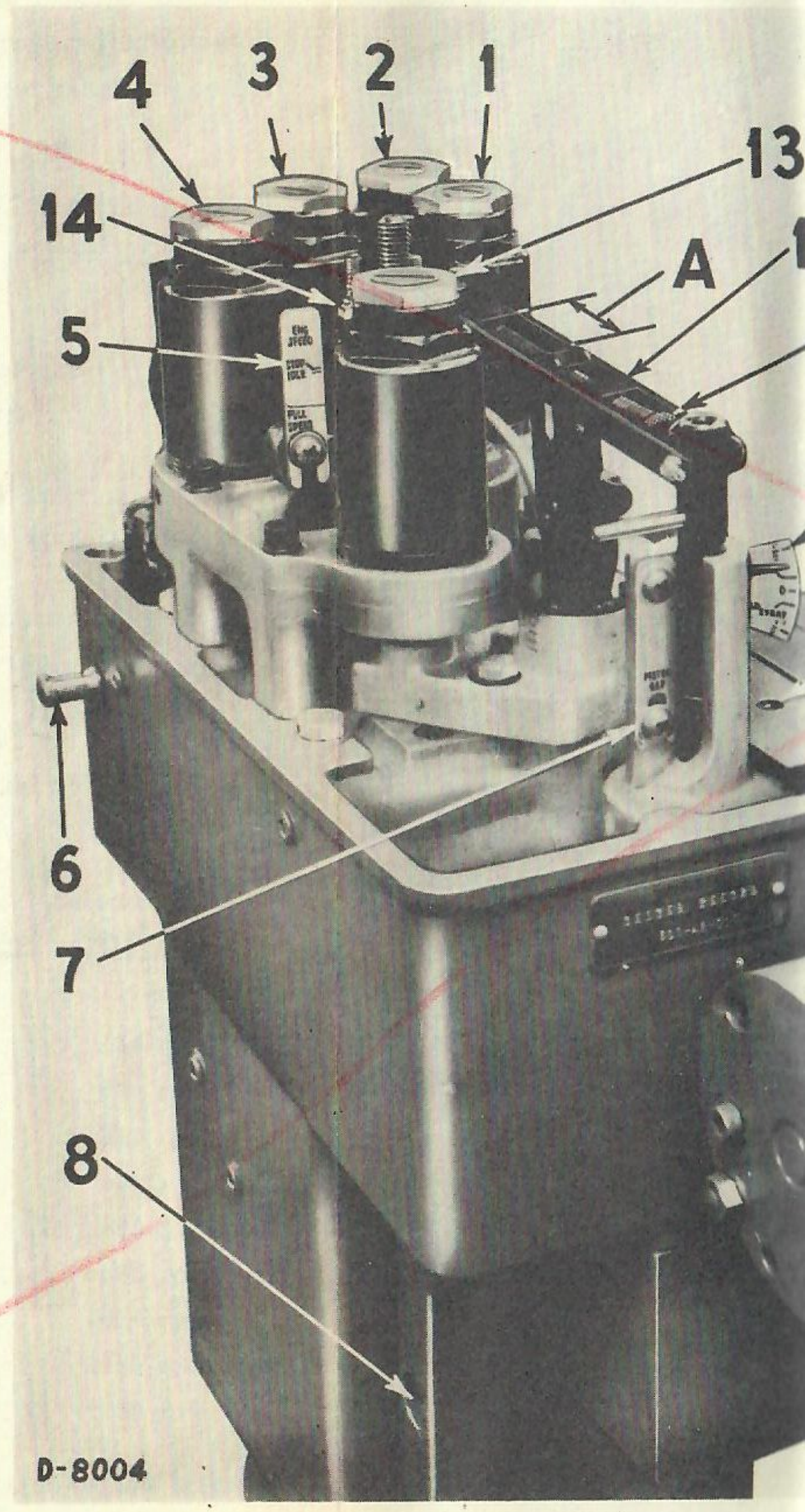
If these values are not obtained, timing should be adjusted by means of load control timing adjustment screws.

ENGINE SPEED ADJUSTMENT

Engine and governor should be at normal operating temperatures before attempting to make speed adjustment. To adjust the engine speed the following procedure should be followed:

O M

1. **Solenoid "C"**
2. **Solenoid "A"**
3. **Solenoid "D"**
4. **Solenoid "B"**
5. **Speed Setting Indicator Scale**
6. **Shutdown Plunger**
7. **Piston Gap Indicator**
8. **Compensating Needle Valve**
9. **Load Control Pilot Valve Position Indicator**
10. **Floating Lever and Linkage**
11. **Floating Lever Ratio Adjustment**
12. **Load Control Timing Adjustment**
13. **Overriding Solenoid "O"**
14. **Basic Speed Setting Adjustment**



Governor
Figure 1

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Scale

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Position Indicator

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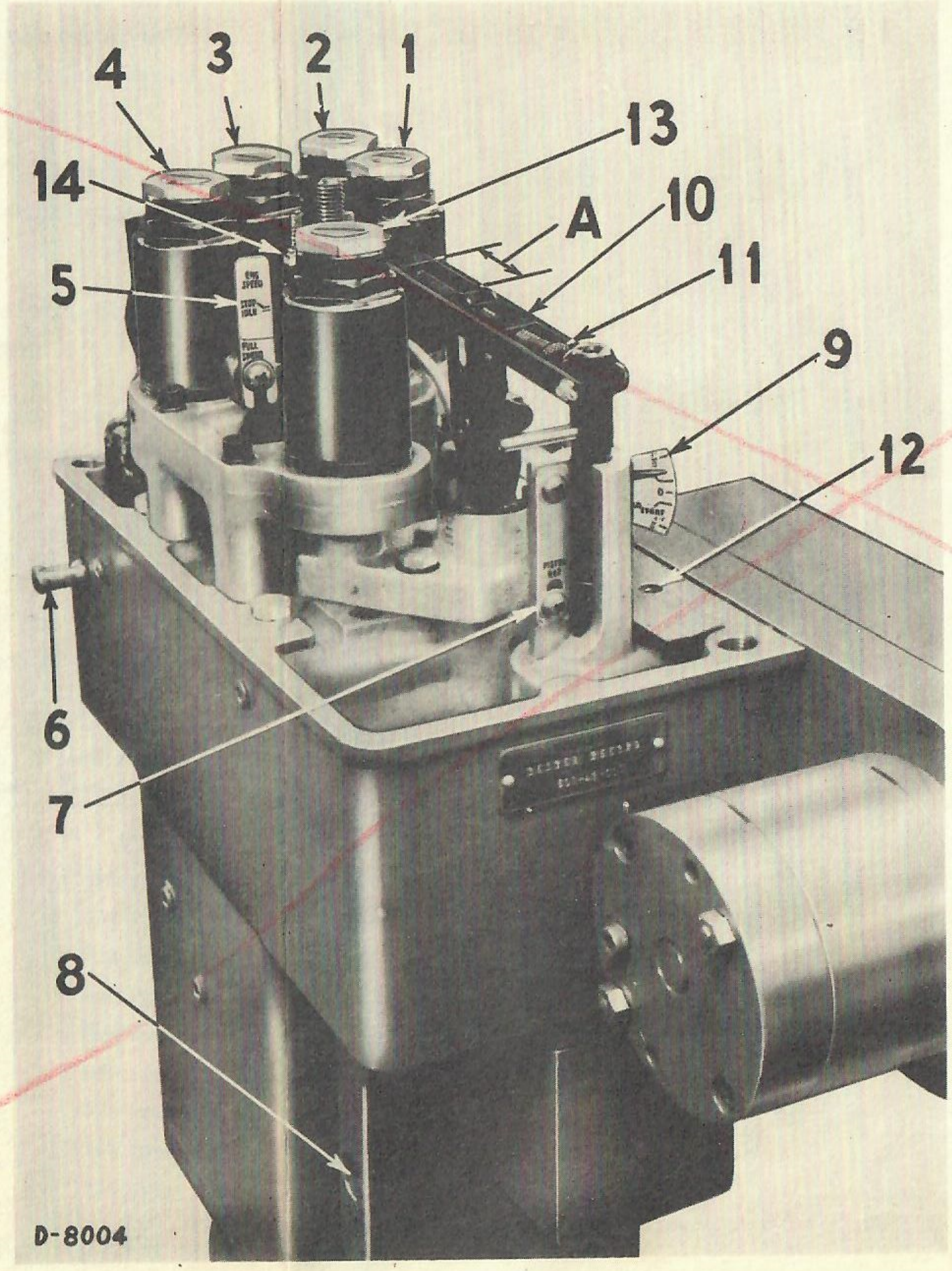
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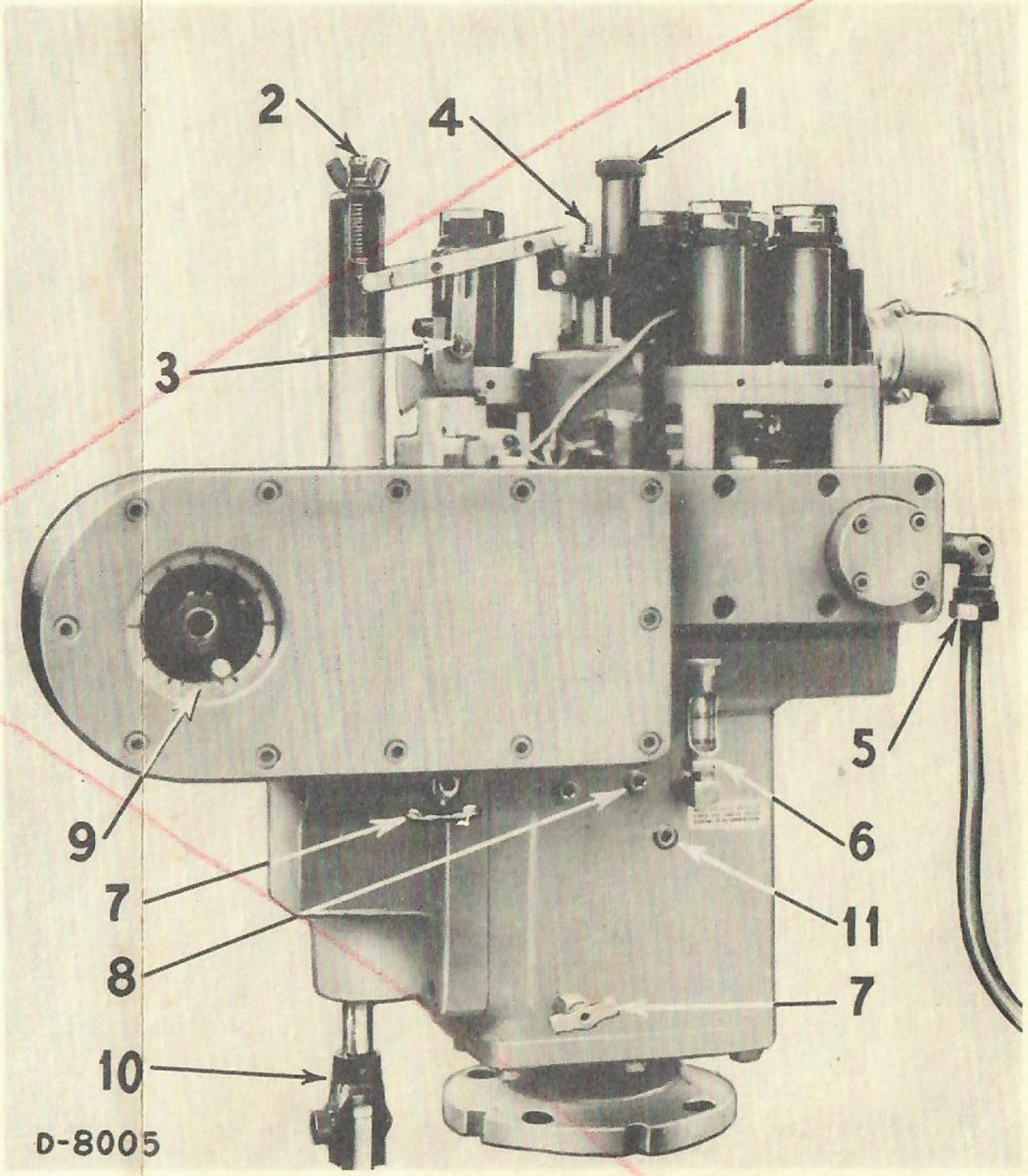
Governor
Figure 1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Governor
Figure 2

1. **Manual Speed Setting Tool**
2. **Piston Rod Jack**
3. **Eccentric Adjustment**
4. **Shutdown Rod**
5. **Line from Engine Lubricating Oil System**
6. **Oil Level Gauge**
7. **Oil Drain Cock**
8. **Air Vent Plug**
9. **Load Regulator Servomotor**
10. **Power Piston Rod**
11. **Accumulator Pressure Test Plug**

a. Place throttle in 6th notch position. Adjust basic speed setting adjustment nut on speed control linkage to set engine speed to 537 rpm. (Speed is measured at over-speed trip spindle and will be twice crankshaft speed, or 1074 rpm.).

b. Move throttle to 8th notch ("full speed") position. Adjust stop at top of "D" solenoid to set engine speed to 625 rpm. (1250 rpm. at overspeed trip).

c. Move throttle to 7th notch position. Adjust stop at top of "A" solenoid to set engine speed to 581 rpm.

d. Move throttle to 4th notch position. Adjust stop at top of "B" solenoid to set engine speed to 449 rpm.

e. Move throttle to "idle" position. Adjust stop at top of "C" solenoid to set engine speed to 317 rpm.

f. Check speeds at all positions from "idle" to 8th notch. They should be within prescribed tolerance of the values in the following table.

9 9 10 13 13 54

Throttle Position	Solenoids Energized	Crankshaft Speed	Tolerance Plus or Minus	Speed at Over-Speed Trip
Shutdown	D	0	—	0
Idle	—	317 rpm.	5 rpm.	634 rpm.
1st Notch	—	317 rpm.	5 rpm.	634 rpm.
2nd Notch	A	361 rpm.	10 rpm.	722 rpm.
3rd Notch	C	405 rpm.	10 rpm.	810 rpm.
4th Notch	A, C	449 rpm.	10 rpm.	898 rpm.
5th Notch	B, C, D	493 rpm.	10 rpm.	986 rpm.
6th Notch	A, B, C, D	537 rpm.	10 rpm.	1074 rpm.
7th Notch	B, C	581 rpm.	10 rpm.	1162 rpm.
8th Notch	A, B, C	625 rpm.	5 rpm.	1250 rpm.

If any speeds are not within prescribed limits, repeat steps "a" to "e" above, to make closer adjustment.

g. Shutdown nuts above speed setting piston should be set and locked so that shutdown rod has 1/32″ free lift when engine is running at idle speed.

h. Speed setting piston stop screw should be set to stop piston 3/64″ above idle position.

i. Note that Stop, Idle and Full Speed marks on speed indicating plate (next to speed setting piston rod) are in line with speed indicating pointer under those conditions.

MAINTENANCE

Copy

Use only the best grade of mineral lubricating oil in governor casing. The oil must not contain additives which are used to free up rings, remove carbon, etc., unless a non-foaming additive is also present in the oil. The oil should not foam or sludge excessively when agitated, or form gummy deposits when heated. Oils which have a tendency to foam cause erratic operation of governor. The oil should have a viscosity equivalent to S.A.E. 20 or 30 depending on the temperature conditions. It is important that the oil poured into the governor is *new* and *clean,* because if any dirt enters the governor casing it may upset the proper operation of governor. The can and funnel used for filling governor must be washed thoroughly in kerosene immediately before filling. The funnel should be provided with a fine mesh screen. The oil level in governor should be checked daily and the oil level must be kept between lines on gauge when engine is in operation.

When changing oil in governor the casing should be drained and washed out with a mixture of clean kerosene and clean oil. Use new clean oil only for final flushing. Refill with new clean oil of proper viscosity. If cover on governor is removed for inspection, care must be taken to keep any dirt from entering the governor.

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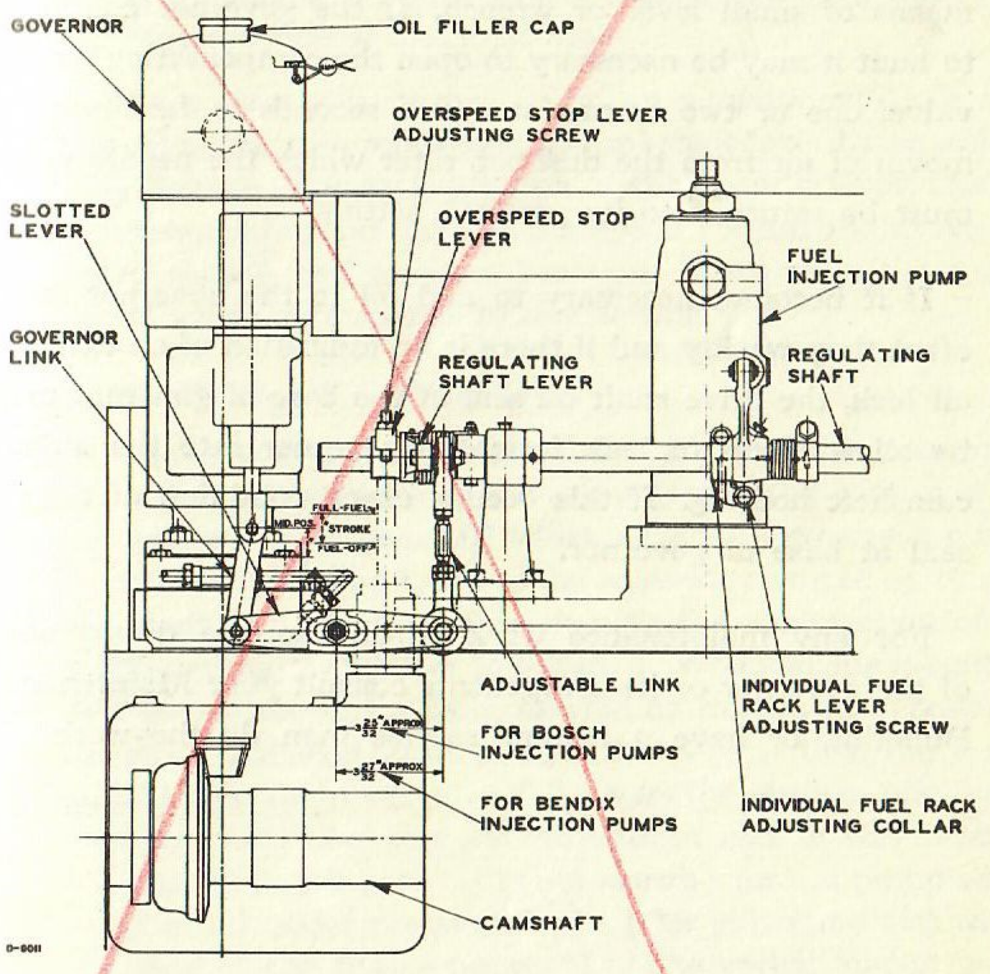
GOVERNOR
OIL FILLER CAP
OVERSPEED STOP LEVER ADJUSTING SCREW
SLOTTED LEVER
OVERSPEED STOP LEVER
FUEL INJECTION PUMP
GOVERNOR LINK
REGULATING SHAFT LEVER
REGULATING SHAFT
FULL-FUEL
MID.POS.
STROKE
FUEL-OFF
ADJUSTABLE LINK
INDIVIDUAL FUEL RACK LEVER ADJUSTING SCREW
FOR BOSCH INJECTION PUMPS
FOR BENDIX INJECTION PUMPS
INDIVIDUAL FUEL RACK ADJUSTING COLLAR
CAMSHAFT
D-8011

Governor and Regulating Shaft Arrangement

Figure 3

copy

When starting engine after changing the oil in governor be sure to bleed trapped air from the governor by opening the air vent plug on side of governor. It may take several minutes operation before governor is primed and starts to function properly. During this priming period it may be necessary to operate fuel pump control shaft manually by means of small lever or wrench. If the governor continues to hunt it may be necessary to open the compensating needle valve, one or two turns, for a few seconds to facilitate removal of air from the dashpot, after which the needle valve must be returned to its previous setting.

If it becomes necessary to add oil to the governor more often than weekly and if there is no indication of an external oil leak, the drive shaft oil seal at the base of governor may be allowing oil to leak from the governor into the engine camshaft housing. If this occurs, check condition of the oil seal at base of governor.

For any maintenance work which requires disassembly of the governor or its components consult your Maintenance Bulletins, or have a factory service man do the work.

Woodward

GOVERNOR

– UG8

The governor is of the Woodward Hydraulic relay type and is driven from the engine camshaft by a set of bevel gears. The purpose of the governor is to regulate the speed of the engine in accordance with the position of the throttle located in the locomotive cab. The governor regulates the engine speed by setting the fuel control shaft (regulating shaft) for the required rate of fuel injection.

The governor is controlled by an actuator which is connected to the governor speed control shaft lever by an adjustable linkage. For each position of the throttle lever, there is a corresponding position of the speed control shaft. At any speed setting, the governor functions to maintain the engine speed which corresponds to that setting.

OPERATION OF GOVERNOR

Omit

The governor speed control shaft "A" which is connected, through the governor actuator, to engine speed control in the cab and carries a gear "B" which engages a gear rack on the flyball seat "C." The speed of the engine is changed by turning the shaft "A" which in turn changes the compression of the flyball spring "D." Refer to Figure 1. When engine is running at a steady speed, the force exerted by this spring is balanced by the centrifugal force of flyballs "E" and then the center shoulder on the pilot valve "F" covers the ports in pilot valve bushing "G." The gear at the bottom end of this bushing, together with the gear "H" (not shown) form a pump which supplies oil under pressure to the pilot valve and also to the top side of the power piston "J." The spring loaded piston valve "K" relieves the excess oil and thus maintains a constant pressure in the system.

When the load on the engine increases, the engine will slow down momentarily thus reducing the speed and centrifugal force of the governor flyballs. The spring will then force the guide rod "L" and the pilot valves "F" downward. This will uncover the ports in pilot valve bushing "G" thus admitting oil under pressure to the bottom of the power piston "J" and cause it to move upward. This motion is transmitted through link "M" and lever "N" to the terminal shaft, which latter is connected by means of a linkage to the engine fuel injection pump control shaft. When the load increases, the governor will increase the fuel discharge from injection pumps in order to maintain the engine speed.

When the load on the engine decreases, the engine will speed up momentarily thus increasing the speed and centrifugal force of governor flyballs. This will cause the spring to compress and also to move the pilot valve "F" upward. As the ports in bushing "G" are uncovered, the oil under the power piston "J" is permitted to drain out, and the oil pressure which is always maintained on top side of this piston will force it downward in direction of reduced fuel discharge from the injection pumps.

In order to keep the governor from hunting, a compensating dashpot system is used. The actuating piston "P" of the dashpot is connected to the terminal shaft "O" through lever "Q" and links "R" and "S." This piston, therefore, follows exactly each movement of the power piston "J." The receiving side of the dashpot contains a plunger "T" and a spring to keep the plunger in proper position. An oil passage connects the two dashpot chambers.

Referring to the first case of an engine load increase, the pilot valve moves downward and the power piston upward. By following through the motion of the levers and the terminal shaft, the actuating dashpot piston will move downward, pushing the plunger in receiving side of dashpot upward, which restores pilot valve to center and stops the power piston at the required new position. It is now necessary to keep the pilot valve centered until the engine speed picks up and the flyballs are vertical again. To accomplish this, the needle valve "U" under the receiving dashpot is adjusted in a position which will permit the oil to leak out and the plunger to return to center at the same rate the flyballs return to vertical position. Thus the pilot valve and all other parts except the power piston and dashpot actuating plunger will have returned to original positions.

The compensation adjustments as originally set may not be satisfactory after the engine has been put in operation. Although the governor may appear to perform satisfactorily when the engine is operating without load or at constant load, it may be out of adjustment and respond improperly to load changes. It is, therefore, advisable to check the governor

compensation adjustment in accordance with the following instructions. This adjustment can satisfactorily be made only after the governor oil and engine oil have reached their normal operating temperatures, and while the engine is operating without load.

a. Loosen the nut holding the compensation adjusting pointer "V" and set the pointer at its extreme downward position. This moves the lever "W" toward the front of governor and reduces the stroke of dashpot piston "P" relative to the stroke of the power piston "J."

b. Remove the plug "X" and open the compensating needle valve "U" two or three turns with a screw driver.

c. Start the engine and allow it hunt or surge for about thirty seconds to bleed any trapped air from governor oil passages.

d. Gradually close the needle valve "U" until hunting stops or until it is only about ⅛ turn open.

e. If this does not stop the hunting, open the needle valve about one turn and raise the compensation adjusting pointer "V" about two graduations.

f. Close the needle valve gradually again as under (d).

g. Repeat procedure until hunting stops.

h. It is desirable to have as little compensation as possible. Closing the needle valve more than is necessary will make the governor slow to return to normal speed after a load change. Excessive dashpot travel, indicated by the compensation adjusting pointer being too far toward maximum position, will cause an excessive speed change when the load changes.

MAINTENANCE

copy

Use only the best grade of mineral lubricating oil in governor casing. The oil must not contain additives which are used to free up rings, remove carbon, etc., unless a non-foaming additive is also present in the oil. The oil should not foam or sludge excessively when agitated, or form gummy deposits when heated. Oils which have a tendency to foam cause erratic operation of governor. The oil should have a viscosity equivalent to S.A.E. 20 or 30 depending on the temperature copy

conditions. It is important that the oil poured into the governor is *new* and *clean,* because if any dirt enters the governor casing it may upset the proper operation of governor. The can and funnel used for filling governor must be washed thoroughly in kerosene immediately before filling. The funnel should be provided with a fine mesh screen. The oil level in governor should be checked daily and must not be permitted to go lower than the center of the sight glass.

When changing oil in governor the casing should be drained and washed out with a mixture of clean kerosene and clean oil. Use new clean oil only for final flushing. Re-fill with new clean oil of proper viscosity. If cover on governor is removed for inspection, care must be taken to keep any dirt from entering the governor.

When starting engine after changing the oil in governor, it may take several minutes operation before governor is primed and starts to function properly. During this priming period it may be necessary to operate fuel pump control shaft manually by means of small lever or wrench. If the governor continues to hunt it may be necessary to open the compensating needle valve, one or two turns, for a few seconds to facilitate removal of air from the dashpot, after which the needle valve must be returned to its previous setting.

If it becomes necessary to add oil to the governor more often than weekly and if there is no indication of an external oil leak, the drive shaft oil seal at the base of governor may be allowing oil to leak from the governor into the engine camshaft housing. If this occurs, check condition of the oil seal at base of governor.

For any maintenance work which requires disassembly of the governor or its components consult your Maintenance Bulletins, or have a factory service man do the work.

SPECIFICATIONS

GOVERNOR	New	Limit
Governor speed at 625 R.P.M. engine speed	1250 R.P.M.	
GOVERNOR DRIVE SHAFT		
Bushing to housing interference	.0005"- .0015"	
Shaft diameter	1.373" -1.3725"	
Clearance	.002" - .0035"	.005"
Backlash for drive gears....	.002" - .004"	.006"

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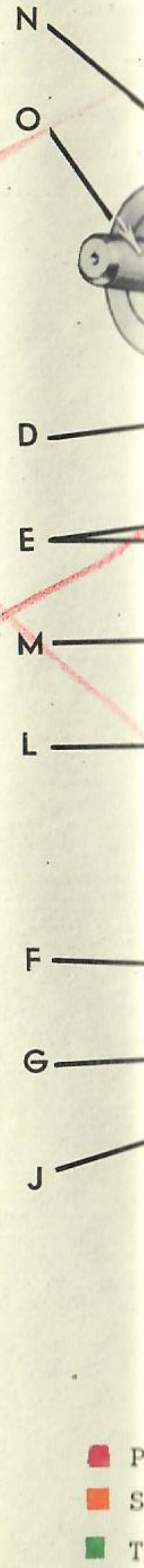

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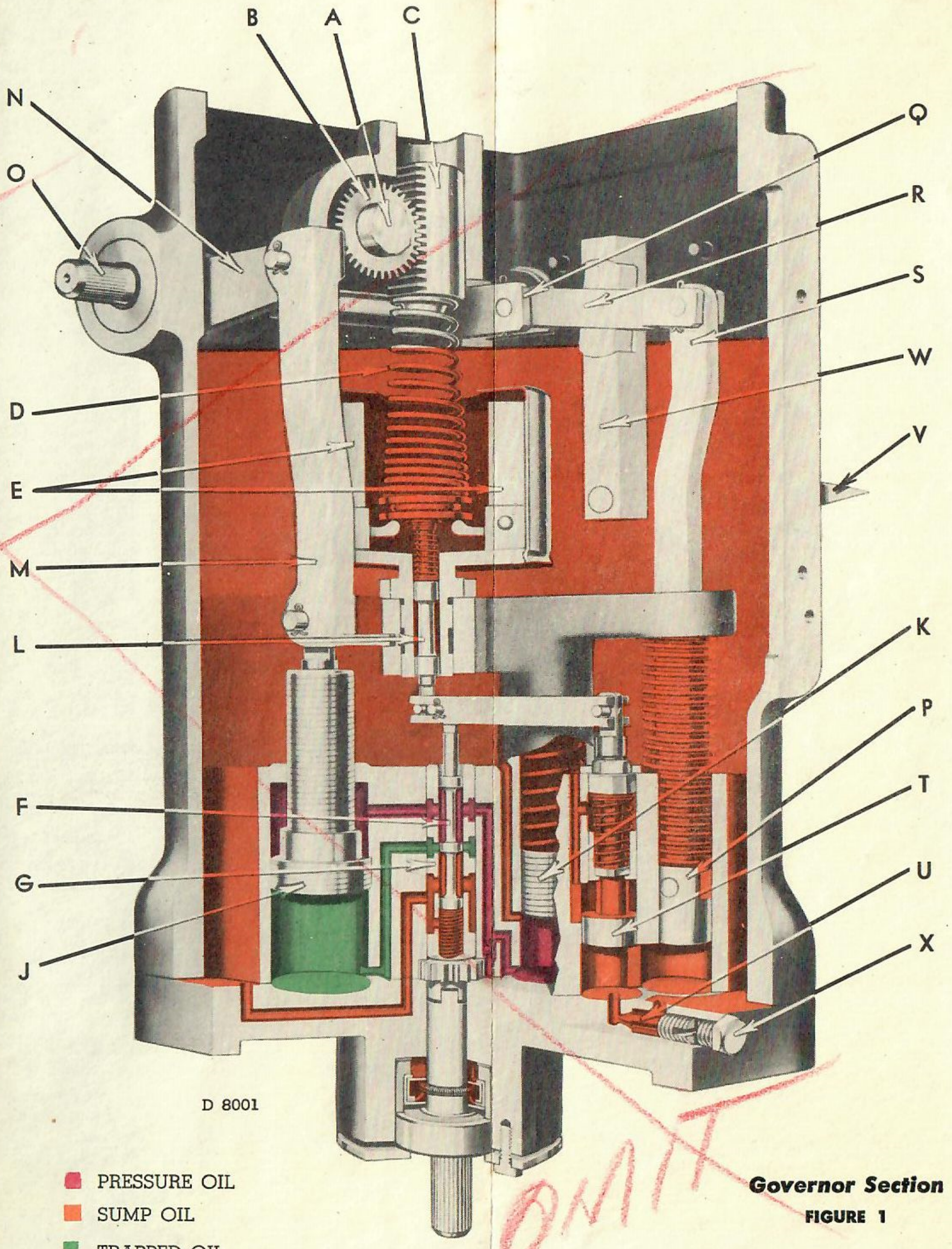
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OMIT

🟥 PRESSURE OIL

🟧 SUMP OIL

🟩 TRAPPED OIL

Governor Section

FIGURE 1

PNEUMATIC THROTTLE CONTROL, GOVERNOR ACTUATOR AND OVERSPEED STOP

The pneumatically operated throttle located in the locomotive cab controls the governor actuator which controls the diesel engine governor. The tension on a spring in the throttle valve cylinder is controlled by a cam on the throttle handle. Air from the control air reservoir enters the valve cylinder until a pressure is built up in the cylinder, piping and actuator to balance the force exerted by the spring. This causes a movement of the actuator directly proportionate to any movement of the throttle handle. The full speed position is set by a limiting stop in the actuator.

ADJUSTING AND CHECKING OF THROTTLE VALVE AND GOVERNOR ACTUATOR

a. Install a 0-100 psi air pressure gauge in the tee connection adjacent to the actuator so that the throttle air line pressure may be observed. Refer to Figure 1.

b. Move the throttle handle to first notch "power on" position and check the pressure on the gauge. In this position the engine will operate at idling speed and the governor actuator arm should not move. The gauge should indicate the following readings at the actuator:

14—16 PSI air line pressure on Switchers, and All-Service locomotives using the D-1 controlair throttle valve.

~~8—10 PSI air line pressure on All-Service locomotives, Transfer locomotives and Road locomotives using the CE-100 control throttle.~~

NOT [illegible]

c. Move throttle to the "full speed" position and check the pressure on the gauge. This position of the throttle corresponds to full travel of the actuator arm and the engine should operate at full speed. The gauge should indicate the following readings at the actuator:

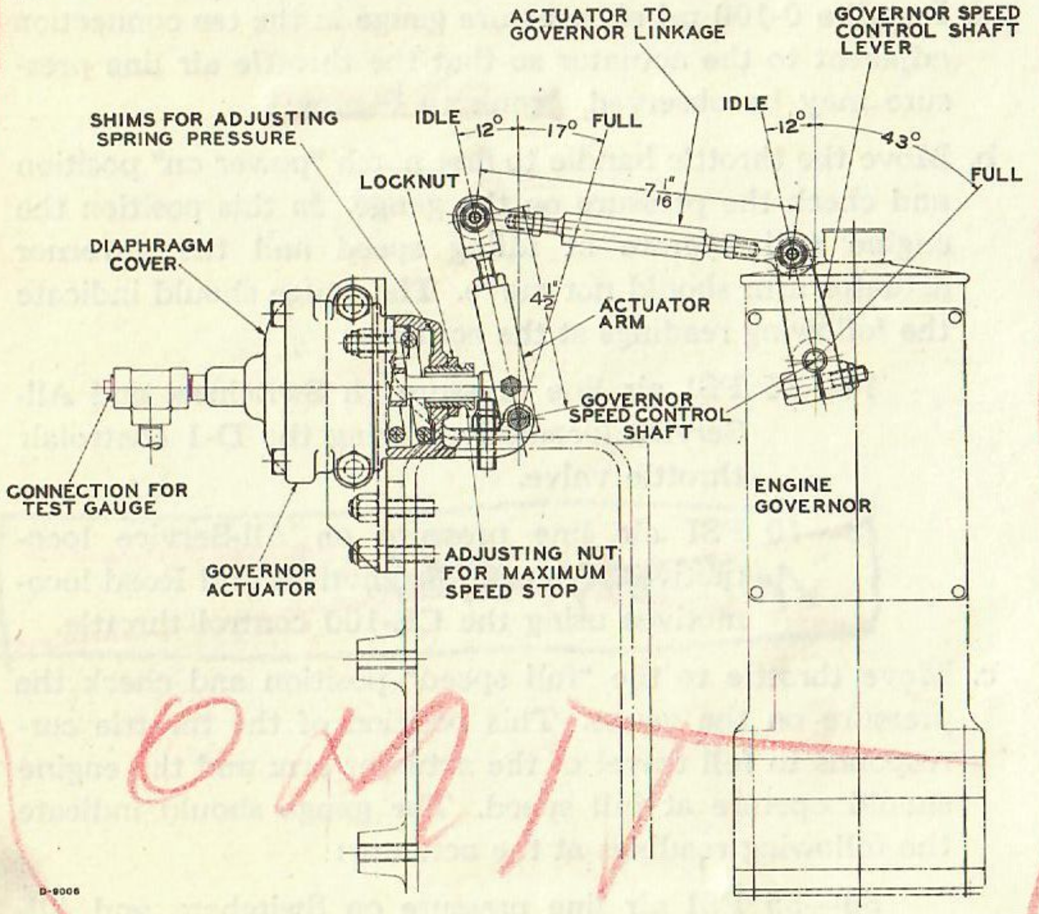
53—55 PSI air line pressure on Switchers, and All-Service locomotives using the D-1 controlair throttle valve.

NOT ON SAL

~~60—65 PSI air line pressure on All-Service locomotives, Transfer locomotives and Road locomotives using the CE-100 control throttle.~~ OMIT

d. If the above conditions do not exist an adjustment is provided on the controlair valve to obtain the correct pressure.✓ The adjusting screw at the top of throttle controls the pressure at both the "full speed" position and the "power on" position of the throttle. If the pressures under steps "b" and "c" are not correct, adjust the set screw at the top of throttle accordingly.

e. After adjustment has been made under step "d," there should be no pressure indicated when the throttle is at the "power off" position. In this position the engine will operate at idling speed. If there is a pressure indicated at this position adjust nuts at the bottom of the throttle to show no pressure at the gauge.


ACTUATOR TO GOVERNOR LINKAGE
GOVERNOR SPEED CONTROL SHAFT LEVER
SHIMS FOR ADJUSTING SPRING PRESSURE
IDLE
12°
17°
FULL
IDLE
12°
43°
FULL
LOCKNUT
7 1/16"
DIAPHRAGM COVER
4 1/2"
ACTUATOR ARM
GOVERNOR SPEED CONTROL SHAFT
CONNECTION FOR TEST GAUGE
ENGINE GOVERNOR
GOVERNOR ACTUATOR
ADJUSTING NUT FOR MAXIMUM SPEED STOP
D-9005

OMIT

Governor Actuator and Linkage

Figure 1

f. Loosen the locknut on the actuator and back off the maximum speed adjusting stop screw, ~~refer to Figure 1~~. Move throttle slowly out of first notch and check gauge pressure which corresponds to the initial movement of governor actuator. This initial movement (engine speed starts to increase above idling speed), should occur at approximately one (1) pound more than the pressure at first notch position of throttle given under step "b." This means that initial movement of actuator arm should be as follows:

17 PSI air line pressure on Switchers, and All-Service locomotives using the D-1 controlair throttle valve.

~~11 PSI air line pressure on All-Service locomotives, Transfer locomotives and Road locomotives using the CE-100 control throttle.~~ OMIT NOT ON SAL

g. If initial movement of actuator is not correct, remove actuator diaphragm cover and internal spring assembly. Then adjust shimming of actuator spring until initial movement occurs at the proper throttle line pressure as shown under step "f." Add shims to increase pressure and remove shims to decrease pressure in order to obtain initial movement.

h. Governor actuators must not be interchanged between engines without insuring that the actuators are the same part number. Reference should be made to the parts book applicable to the particular locomotive for the proper part number.

ENGINE SPEED ADJUSTMENT

The linkage between the actuator arm and the governor speed control shaft lever is initially set at 7-1/16" center-to-center distance for the idling position of the actuator arm, ~~refer to Figure 1~~.

The adjustable vertical arm on the actuator is initially set at a length of 4½" from the center of the pivot point to the center of the bolt hole at the end of the arm. Slight adjustment of this arm may be necessary to obtain the required full engine speed.

At the engine idling position (no movement of actuator arm), both the actuator arm and the governor speed control lever should be parallel and form an angle of approximately 12° counter-clockwise from the vertical. At this position, the red dot should appear at the index hole of the governor face plate. (All GOVENOR NOT EQUIPPED WITH INDEX HOLES)

The hole in the center of overspeed stop cover makes available a convenient means of determining the speed of the engine. Insert the tip of a hand tachometer through this hole and hold it against the end of the overspeed stop shaft. The reading obtained is the overspeed stop shaft speed and must be divided by two (2) to obtain the engine speed. To adjust the engine speed the following procedure should be followed.

a. Start engine with throttle handle in the "power off" position and check the engine speed. If the speed is not 315 RPM the linkage between governor speed control lever and actuator arm should be adjusted. Lengthening linkage increases speed and shortening linkage decreases speed. In order to change the length of this linkage it is necessary to disconnect one end of the link and turn the spherical rod end as required to obtain the correct idling speed.

b. Move throttle to the first notch "power on" position and note that the engine speed does not increase.

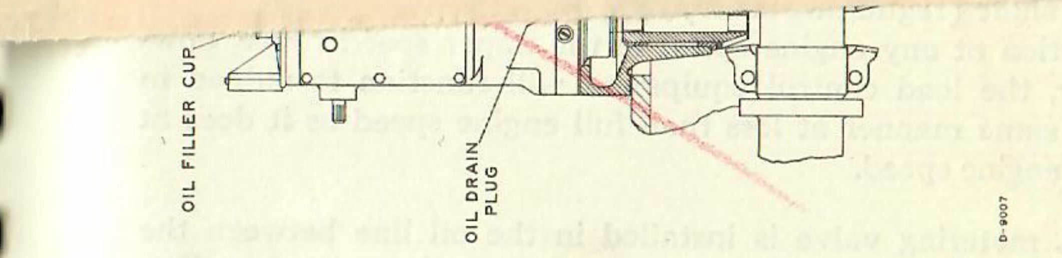
c. Move throttle to "full speed" position and check the engine speed. Adjust the length of actuator arm to obtain an engine speed slightly higher than 625 RPM. Lengthening arm will increase the speed and shortening arm will decrease the speed.

d. Recheck engine idling speed. Idling speed may have been slightly disturbed by adjustment made under step "c." If idling speed is disturbed, then readjust linkage to proper idling speed as given in step "a."

e. Adjust the full speed to exactly 625 RPM by adjustment of the maximum speed stop on the actuator, refer to Figure 1. Lock all adjustments and recheck idle and full speeds.

The governor is connected to the fuel injection pump control shaft (regulating shaft) by two levers and a link. This shaft extends the full length of the engine with connections to each fuel injection pump rack, refer to Figure 2. With the governor output shaft in the no-fuel position, the output shaft lever should be in as nearly a horizontal position as the shaft serrations will permit.

The Woodward UG8 hydraulic governor, and its related actuator, pneumatic throttle and external load control pilot valve, and the Woodward PG electro-hydraulic governor are described below. The description of the overspeed stop applies regardless of the type of governor installed. Protection against low lubricating oil pressure is incorporated in the PG governor.



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b. Move throttle to the first notch "power on" position and note that the engine speed does not increase.

c. Move throttle to "full speed" position and check the engine speed. Adjust the length of actuator arm to obtain an engine speed slightly higher than 625 RPM. Lengthening arm will increase the speed and shortening arm will decrease the speed.

d. Recheck engine idling speed. Idling speed may have been slightly disturbed by adjustment made under step "c." If idling speed is disturbed, then readjust linkage to proper idling speed as given in step "a."

e. Adjust the full speed to exactly 625 RPM by adjustment of the maximum speed stop on the actuator, refer to Figure 1. Lock all adjustments and recheck idle and full speeds.

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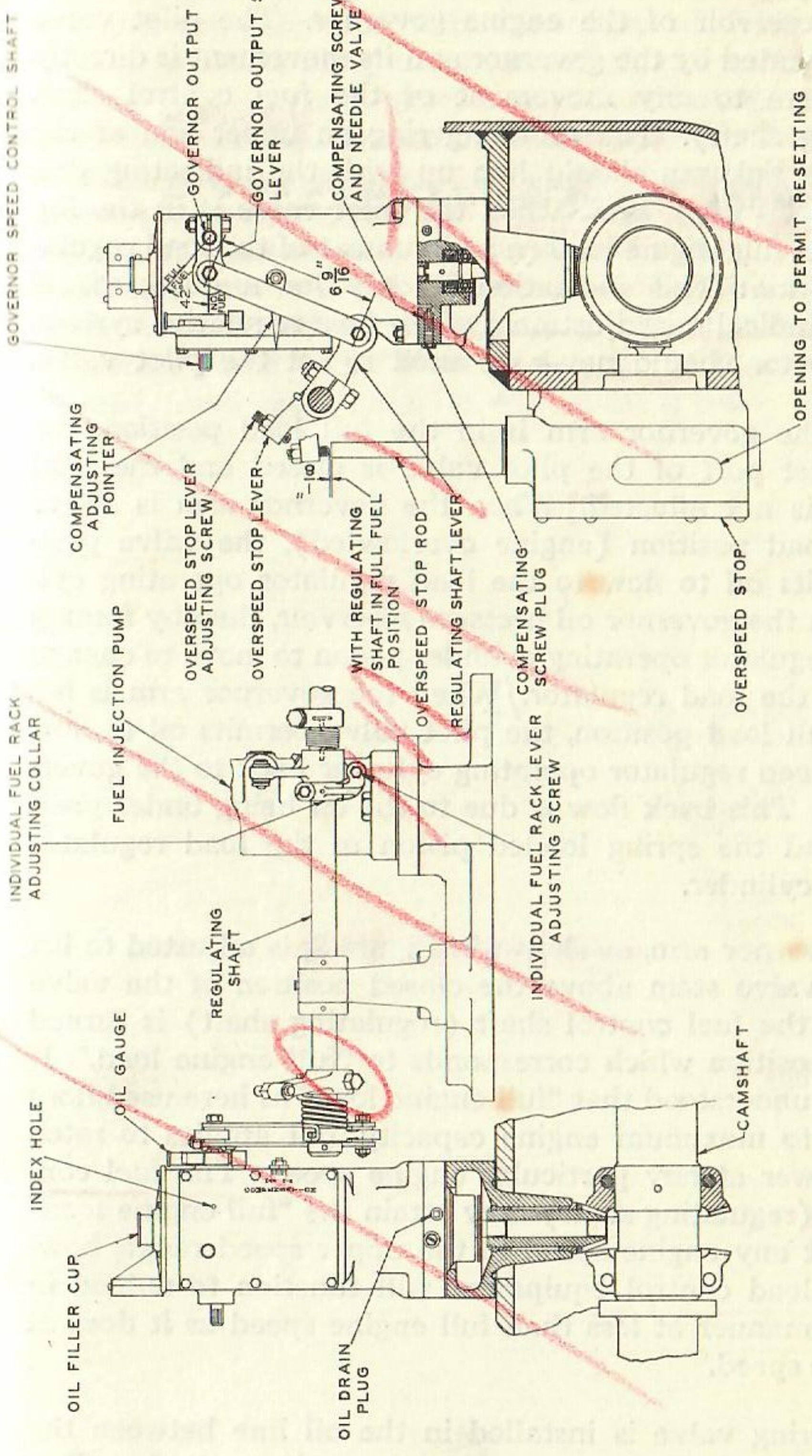

GOVERNOR SPEED CONTROL SHAFT
GOVERNOR OUTPUT SHAFT
GOVERNOR STOP LEVER
GOVERNOR OUTPUT SHAFT LEVER
COMPENSATING SCREW AND NEEDLE VALVE
OPENING TO PERMIT RESETTING OF OVERSPEED STOP
6 7/16"
COMPENSATING ADJUSTING POINTER
INDIVIDUAL FUEL RACK ADJUSTING COLLAR
FUEL INJECTION PUMP
OVERSPEED STOP LEVER ADJUSTING SCREW
OVERSPEED STOP LEVER
WITH REGULATING SHAFT IN FULL FUEL POSITION
OVERSPEED STOP ROD
REGULATING SHAFT LEVER
COMPENSATING SCREW PLUG
OVERSPEED STOP
REGULATING SHAFT
INDIVIDUAL FUEL RACK LEVER ADJUSTING SCREW
INDEX HOLE
OIL GAUGE
CAMSHAFT
OIL FILLER CUP
OIL DRAIN PLUG
D-9007

Governor and Regulating Shaft Arrangement
Figure 2

LOAD CONTROL PILOT VALVE

The load control pilot valve which is mounted on the governor, controls the flow of oil between the engine governor and the load regulator operating cylinder, ~~refer to Figure 3.~~ The supply port of the pilot valve is connected to the oil pressure reservoir of the engine governor. The pilot valve stem is operated by the governor and its movement is directly proportionate to any movement of the fuel control shaft (regulating shaft). ~~The retaining ring on upper end of the pilot valve link pin should line up with the indicating disc on the top of pilot valve when the pilot valve is in the lap position, i.e., full engine load (no movement of the load regulator). *Caution:* This indication is only for a quick visual check for radical misadjustment of the load regulation system. This indicator should never be used to set the pilot valve.~~

LOWER

LOWE END OF PILOT VALVE STEM OR LINK PIN

Whe
valve
regulat
the fu
tion p
inder f
the loa
setting
low th
from t
nor su
sure b
operat

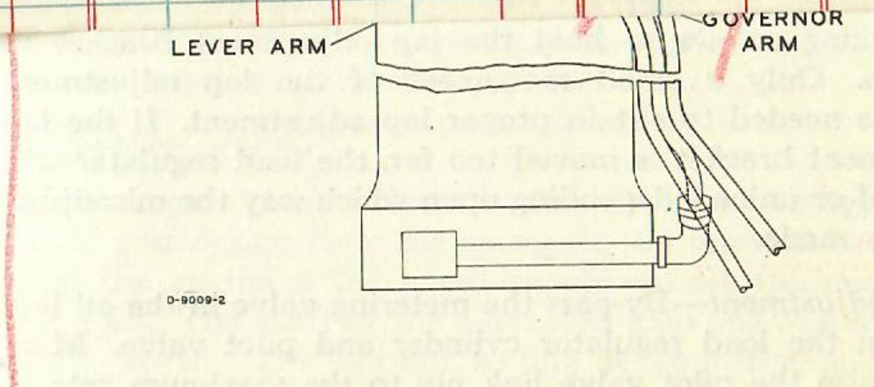
The
the pi
whene
past th
should be understood that "full engine load" as here used does not refer to maximum engine capacity, but applies to rated engine power at any particular engine speed. The fuel control shaft (regulating shaft) may attain the "full engine load" position at any engine speed in the upper speed range, however, the load control equipment will function to unload in the same manner at less than full engine speed as it does at full engine speed.

A metering valve is installed in the oil line between the pilot valve and the load regulator operating cylinder. The metering valve regulates the rate of flow of oil in the line.

Page 906 - Engine manual
Govrnor Control Sec. D-9-11
Line 8 after the words regulating shaft and period, put in the following:-
"The pilot valve is in lap or balanced position when its stem is in the lowest position or at Rest."

Setting of the governor arm for "full engine load" can most conveniently be made at the full load, full speed fuel rack setting.

The full load rack setting for rated horsepower at full speed may be best determined by load testing the engine during which the generator output is measured. ~~This load test is made by connecting the generator leads across a water rheostat then loading generator and adjusting output to obtain rated horsepower output. Current and voltage values based on engine delivering a specified horsepower to generator are given in the testing instructions for the particular locomotive. These specified current and voltage values take into consideration the losses involved.~~ At the point of obtaining the rated horsepower output, an average reading is taken of the fuel pump racks. This reading is the rack setting for



Load Control Pilot Valve

Figure 3

LOAD CONTROL PILOT VALVE

The load control pilot valve which is mounted on the governor, controls the flow of oil between the engine governor and the load regulator operating cylinder, refer to Figure 3. The supply port of the pilot valve is connected to the oil pressure reservoir of the engine governor. The pilot valve stem is operated by the governor and its movement is directly proportionate to any movement of the fuel control shaft (regulating shaft). The retaining ring on LOWER upper end of the pilot valve link pin should line up with the indicating disc LOWE END OF PILOT VALVE STEM OR LINK PIN on the top of pilot valve when the pilot valve is in the lap position, i.e., full engine load (no movement of the load regulator). *Caution:* This indication is only for a quick visual check for radical misadjustment of the load regulation system. This indicator should never be used to set the pilot valve.

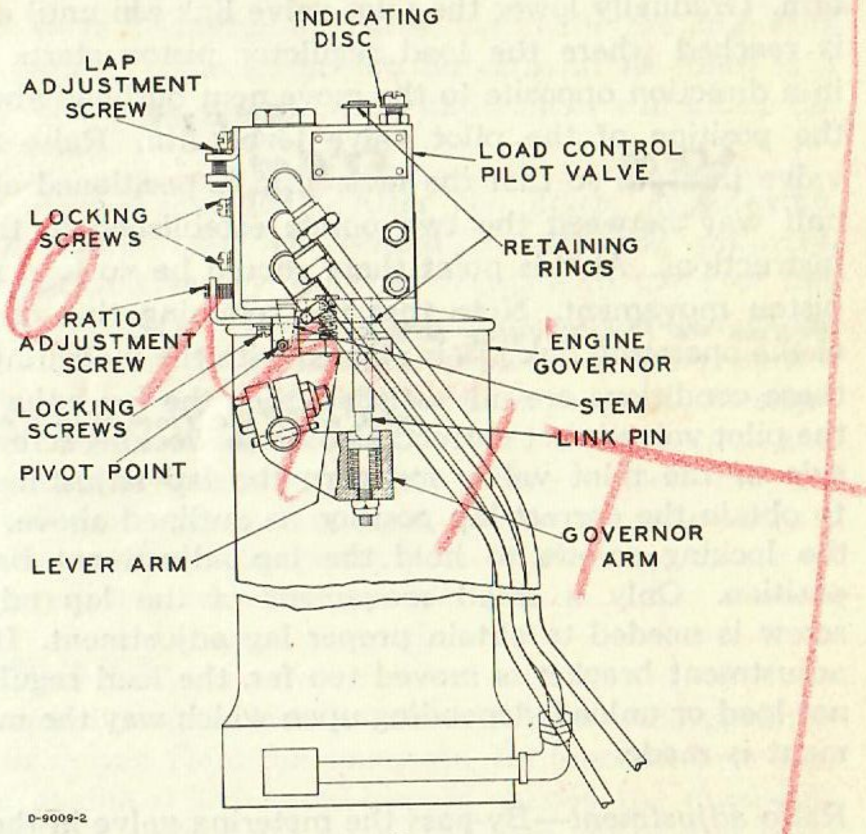
When the governor arm is in the full load position, the valve outlet port of the pilot valve is closed and the load regulator is not affected. When the governor arm is above the full load position (engine overloaded), the valve position permits oil to flow to the load regulator operating cylinder from the governor oil pressure reservoir, thereby forcing the load regulator operating cylinder piston to move to change setting of the load regulator. When the governor arm is below the full load position, the pilot valve permits oil to flow from the load regulator operating cylinder back to the governor sump. This back flow is due to the oil being under pressure behind the spring loaded piston of the load regulator operating cylinder.

The governor arm, as shown in Figure 3, is adjusted to lift the pilot valve stem above the closed position of the valve whenever the fuel control shaft (regulating shaft) is turned past the position which corresponds to "full engine load." It should be understood that "full engine load" as here used does not refer to maximum engine capacity, but applies to rated engine power at any particular engine speed. The fuel control shaft (regulating shaft) may attain the "full engine load" position at any engine speed in the upper speed range, however, the load control equipment will function to unload in the same manner at less than full engine speed as it does at full engine speed.

A metering valve is installed in the oil line between the pilot valve and the load regulator operating cylinder. The metering valve regulates the rate of flow of oil in the line.

Setting of the governor arm for "full engine load" can most conveniently be made at the full load, full speed fuel rack setting.

The full load rack setting for rated horsepower at full speed may be best determined by load testing the engine during which the generator output is measured. This load test is made by connecting the generator leads across a water rheostat then loading generator and adjusting output to obtain rated horsepower output. Current and voltage values based on engine delivering a specified horsepower to generator are given in the testing instructions for the particular locomotive. These specified current and voltage values take into consideration the losses involved. At the point of obtaining the rated horsepower output, an average reading is taken of the fuel pump racks. This reading is the rack setting for full load rated horsepower at maximum speed.



Load Control Pilot Valve

Figure 3

ADJUSTMENT AND CHECKING OF LOAD CONTROL PILOT VALVE

NOT ON SAL

The pilot valve is provided with two types of adjustment; the lap adjustment which makes the loading time of the load regulator equal to the unloading time, and ratio adjustment which changes the total time for loading and unloading of the regulator. Checking of either of these adjustments must be made with the load regulator in the minimum resistance position and the engine running at 625 rpm. (locomotive throttle in "full speed" position). If the loading and unloading conditions of the regulator are not satisfactory, the lap adjustment and the ratio adjustment of the pilot valve should be adjusted. Refer to testing instructions for the particular locomotive being checked to obtain detailed instructions on the complete load regulation system.

OK

Lap adjustment—Manually raise the pilot valve STEM ~~link pin~~ until a position is reached where the load regulator piston starts to move; note the position of ~~the~~ pilot valve STEM ~~lever arm~~. Gradually lower the pilot valve STEM ~~link pin~~ until a position is reached where the load regulator piston starts to move in a direction opposite to the movement outlined above; note the position of the pilot valve STEM ~~lever arm~~. Raise the pilot valve STEM ~~link pin~~ so that the STEM ~~lever arm~~ is positioned at a point half way between the two points established in the above instructions. At this point there should be no load regulator piston movement. Note that the retaining ring on the BOTTOM OF PILOT VALVE STEM ~~top of the operating link pin~~ is aligned with the indicating disc. If these conditions are not satisfied, then the lap adjustment of the pilot valve is not correct. + CORRECTION WILL HAVE TO BE MADE ~~Loosen the locking screws on the side of the pilot valve and turn the lap adjustment screw to obtain the correct lap position as outlined above. Tighten the locking screws to hold the lap adjustment bracket in position. Only a small movement of the lap adjustment screw is needed to obtain proper lap adjustment. If the lap adjustment bracket is moved too far, the load regulator will not load or unload, depending upon which way the misadjustment is made.~~

~~BY ADJUSTING ON/[illegible]~~

NOT ON SAL

Ratio adjustment—By-pass the metering valve in the oil line between the load regulator cylinder and pilot valve. Manually raise the pilot valve link pin to the maximum rate of unloading position, i.e., raise the link pin until it comes up against its lower retaining ring, and check the time required for full travel of the load regulator operating cylinder piston. With the metering valve by-passed, this should be 3½ to 6 seconds unloading. Release the pilot valve link pin and note that the load regulator returns to the minimum resistance position. The timing for this should be 3 to 6 seconds for full travel loading. The oil temperature must be 100 to 120°F. If the time to unload does not fall within the above limits, reset the ratio adjustment. To make the adjustment, loosen the two locking screws under the ratio adjustment bracket and turn the adjusting screw about ½ turn at a time. Turn clockwise to decrease unloading time. This will also decrease the loading time.

OK

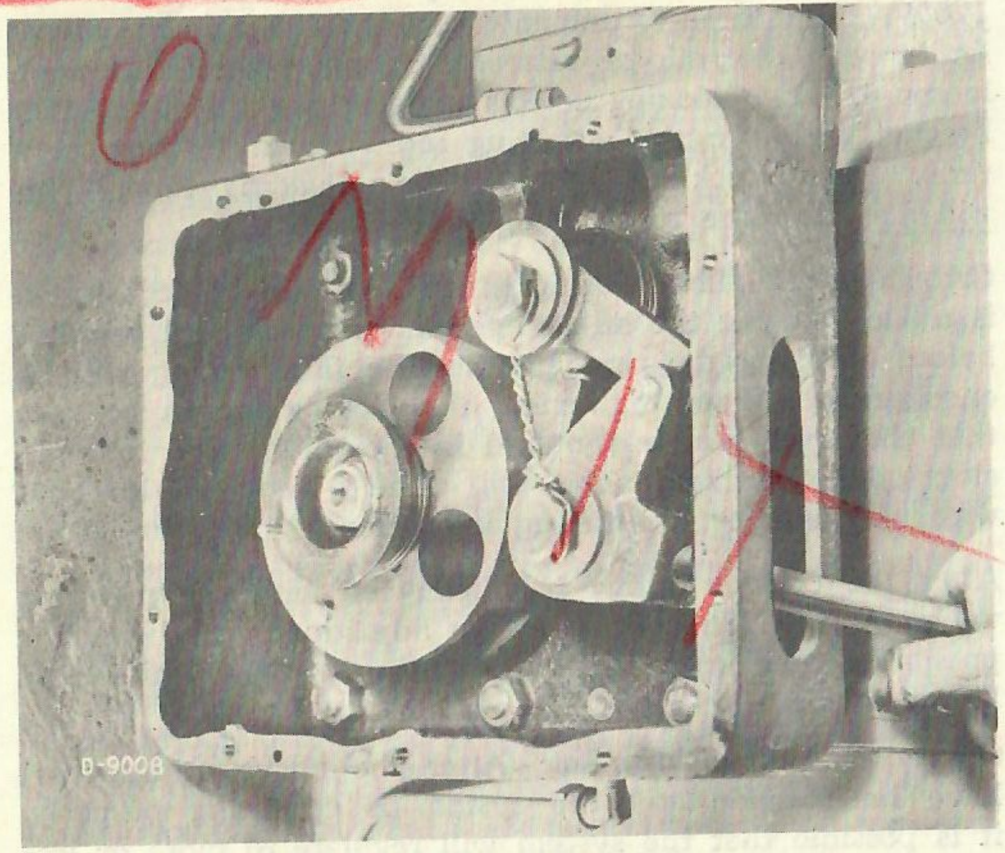
CAUTION: Tighten locking screws each time an adjustment is made, and set the adjusting screw in a neutral position, before checking the timing; otherwise false timing will be encountered. When tightening the locking screws be sure that the lever arm is centered in the pilot valve link pin slot; otherwise the linkage will have a tendency to bind with a resultant false timing indication.

After the correct timing has been set, with the metering valve by-passed, recheck the lap adjustment as there is a possibility that changing the ratio adjustment will affect the lap adjustment.

Governor Arm Adjustment: After the above adjustments have been made and the system is operating properly, it is possible that the system will regulate to more or less than full rated engine horsepower. If this condition exists, it will be necessary to change the position of the governor arm so that the pilot valve will regulate properly. A slight adjustment can be made without moving the governor arm by changing the position of the spring loaded plunger. *Caution:* The plunger spring must not be compressed to a solid condition, i.e., when pressure is applied to the top of plunger it must move 1/8″ to 3/16″.

OVERSPEED STOP

The overspeed stop is located directly below the governor and is gear driven from the camshaft. Its function is to shut down the engine if the speed should exceed the maximum safe limit. The shaft of the overspeed stop operates at twice engine speed. The normal setting is approximately 10% higher than the rated maximum speed of the engine. The overspeed stop is of the centrifugal trip type in which a spring holds a weight in position until the engine speed reaches the tripping point. At this point the centrifugal force of the weight becomes greater than the spring tension, and the weight turns sufficiently on its pivot to strike one arm on the latch lever; the other arm releases the trip lever which actuates the stop, thus shutting down the engine.



OMIT

Resetting Overspeed Stop

Figure 4

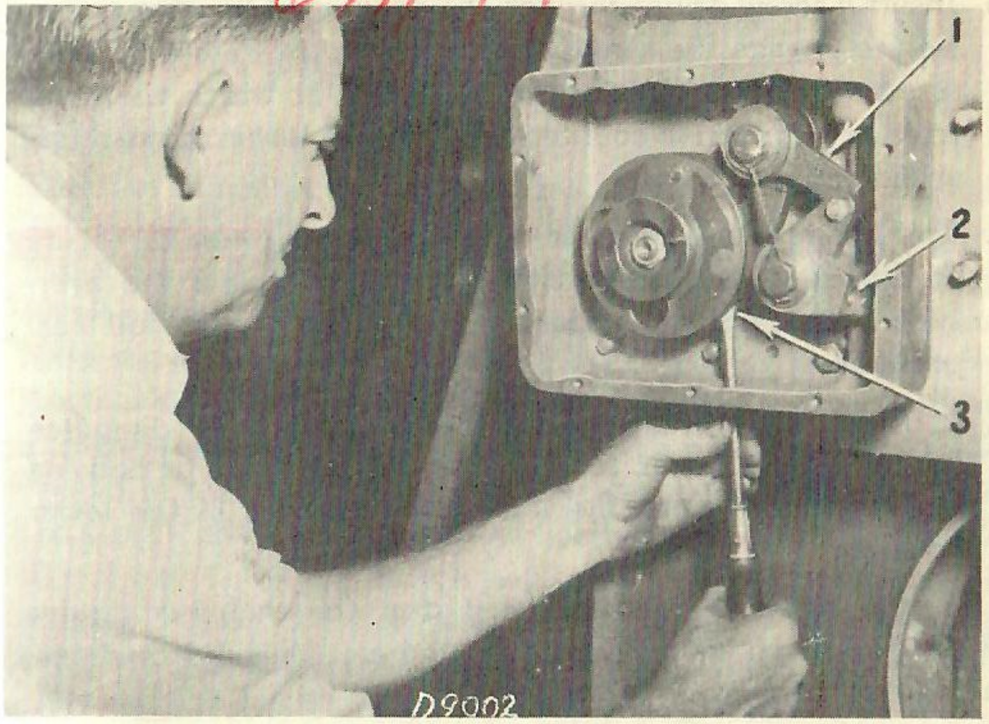
The overspeed stop is reset by inserting the reset bar through the hole in the housing and prying the bar down until the latch lever catches, refer to Figure 4.

MAINTENANCE

GOVERNOR CONTROL

The governor control linkage through to the fuel injection pumps should require very little maintenance other than lubrication periodically. Excessive play or looseness in linkage should be corrected immediately. For adjusting pumps to balance engine see section devoted to fuel pumps and injectors.

OMIT



Adjusting Overspeed Stop

FIGURE 5

1. **Latch Lever**
2. **Hole for Resetting Bar**
3. **Tripping Speed Adjustment**

OVERSPEED STOP

The overspeed stop tripping speed may be adjusted by turning the spring adjusting screw, refer to Figure 5. This changes the spring pressure on the weight so that the centrifugal force necessary to trip the latch lever is altered.

At regular intervals the overspeed stop should be inspected and tested to make sure that all parts are in proper working order and that the tripping speed is correct. When adjusting overspeed stop setting, the following procedure should be followed:

a. The tripping speed should be set at 1380 RPM of the overspeed shaft (this shaft turns twice engine speed rate). The engine should be barred over until the overspeed spring tension adjusting screw is visible through the opening in the bottom of the overspeed housing. The drain pipe or plug in this opening must be removed to gain access to the adjusting screw.

b. Insert a screw driver through the opening of housing underside to engage the screw head as shown in Figure 5. Turn screw clockwise to increase the speed at which the lever trips or turn screw counter-clockwise to lower the tripping speed.

c. The overspeed stop lever adjusting screw, refer to Figure 2, should be adjusted to ⅛″ clearance above the overspeed stop rod when fuel pump racks are at full fuel position.

d. If overspeed stop has been tripped, insert a ½″ diameter bar in hole of lever through slot in right side of housing and pry down until the latch lever catches in the lower position.

If after resetting the overspeed stop, the engine continues to be shut down by overspeeding, the cause should be determined and corrected.

SPECIFICATIONS

OVERSPEED STOP	New	Limit
Tripping Speed	1380 RPM—speed of overspeed shaft (this shaft runs twice engine speed)	
Backlash for drive gears	.002″-.004″	.006″

FUEL INJECTION PUMPS AND FUEL INJECTORS

FUEL INJECTION PUMP

The fuel injection pump is of the constant stroke type, refer to Page 1004, Figures 3 and 4. An individual pump is provided for each cylinder. The pumps deliver the oil properly timed to the fuel injectors. The pump elements consist of an accurately ground and lap-fitted steel plunger and cylinder (or barrel) assembly. The plunger and its guide are held by a spring against a tappet and roller guide assembly, which are caused to reciprocate by the fuel pump cam. The fuel enters the supply chamber through the header connection. The quantity of fuel delivered by the pump is altered by changing the angular position of the plunger with respect to the pump cylinder. The plunger is provided with a double helix (upper and lower) which gives a variable beginning of fuel delivery also a variable ending of delivery since both conditions are dependent upon the relation of the helixes to the ports. The position of the plunger is altered by means of a control rack which is connected to the governor through the fuel control shaft.

Operation of the fuel injection pump is illustrated on Page 1002, Figures 1 and 2. When the plunger is at the bottom of its stroke, the cylinder ports are uncovered. The fuel is then delivered into the pump cylinder and fills the clearance space above plunger. On the upstroke of plunger, part of the fuel is displaced back through the bypass port until upper helix on the pump plunger covers this port, after which the oil remaining in the cylinder is forced through the pump delivery valve and the connecting piping to the injector in the engine cylinder head. Delivery of fuel to the injector continues as long as the cylinder ports are covered by the plunger. As the plunger moves toward the top of the stroke, the lower helix on the plunger will start to uncover the by-pass port. During the balance of the upward stroke of plunger, the pump supply chamber is connected to the space above the plunger, permitting the fuel displaced by further upward plunger movement to return to the supply chamber. The effective pump plunger stroke is thus controlled by the angular position of plunger with respect to the pump cylinder.

Operation of Fuel Injection Pump

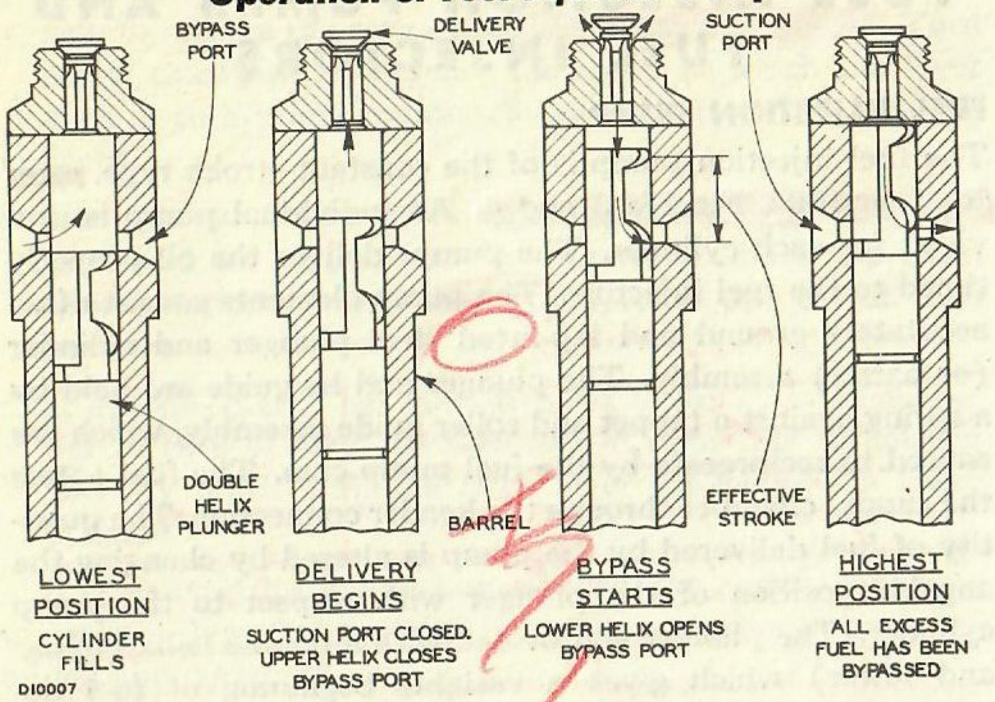

BYPASS PORT
DELIVERY VALVE
SUCTION PORT
DOUBLE HELIX PLUNGER
BARREL
EFFECTIVE STROKE
LOWEST POSITION
CYLINDER FILLS
DELIVERY BEGINS
SUCTION PORT CLOSED. UPPER HELIX CLOSES BYPASS PORT
BYPASS STARTS
LOWER HELIX OPENS BYPASS PORT
HIGHEST POSITION
ALL EXCESS FUEL HAS BEEN BYPASSED
D10007

Figure 1—"Bosch"

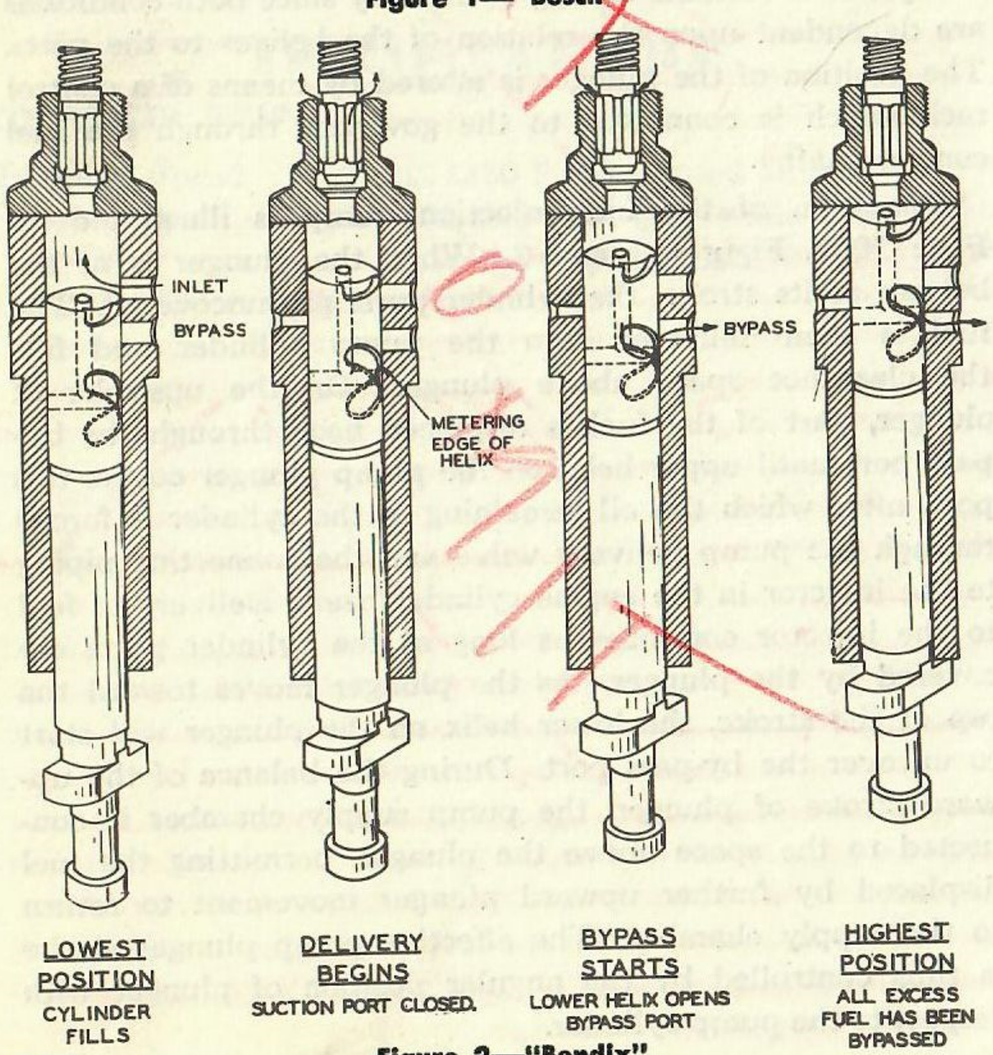

INLET
BYPASS
METERING EDGE OF HELIX
BYPASS
LOWEST POSITION
CYLINDER FILLS
DELIVERY BEGINS
SUCTION PORT CLOSED.
BYPASS STARTS
LOWER HELIX OPENS BYPASS PORT
HIGHEST POSITION
ALL EXCESS FUEL HAS BEEN BYPASSED
D 10011

Figure 2—"Bendix"

OMIT

The slopes of the upper and lower helix on the plunger are so arranged that close regulation of fuel pump discharge is obtained by small movements of the control rack which is actuated by the governor through the fuel control shaft. The word "stop" and an arrow are stamped on one end of each control rack. Movement of the rack in the direction of the arrow results in reducing the pump discharge. In the extreme inner position in direction of the arrow, the plunger will be in such a position that no fuel is discharged from the pump to the injector. In this position, the vertical grooving of the plunger aligns with the by-pass port in the cylinder and during the entire stroke the space above the plunger is in direct communication with supply chamber. If the control rack is moved in the opposite direction to the arrow, the plunger finally reaches its angular position of maximum fuel delivery. When the engine is operating under normal load conditions the angular position of plunger will be intermediate to these extremes. The top helix on the plunger varies the position of the plunger at which port closure occurs. This will result in a retarding in fuel injection timing at decreasing rack settings and will make the engine operate much smoother at lower speeds and loads than it would if a single helix pump was used. The upper helix exists from zero fuel position up to 18 mm. From this point on to the maximum fuel position, the point of port closure is fixed as would be the case in a single helix pump.

For fuel injection pump timing refer to Engine Timing Section.

FUEL INJECTOR

The fuel injector is illustrated on Page 1006, Figures 5 and 6. The injector consists of a nozzle holder and nozzle body with valve. The nozzle body and valve are lap fitted together and the initial pairing of these two parts should be maintained carefully. The valve cannot be used interchangeably in any other nozzle body. A pressure adjusting spring, which exerts pressure on the nozzle spindle or pressure pin, is located in the upper section of the nozzle holder. The nozzle valve contacts this spindle and is seated by pressure of the spring. The valve is opened when fuel is delivered through the passage under sufficient pressure to lift the valve against the spring pressure. During the period when

Fuel Injection Pump

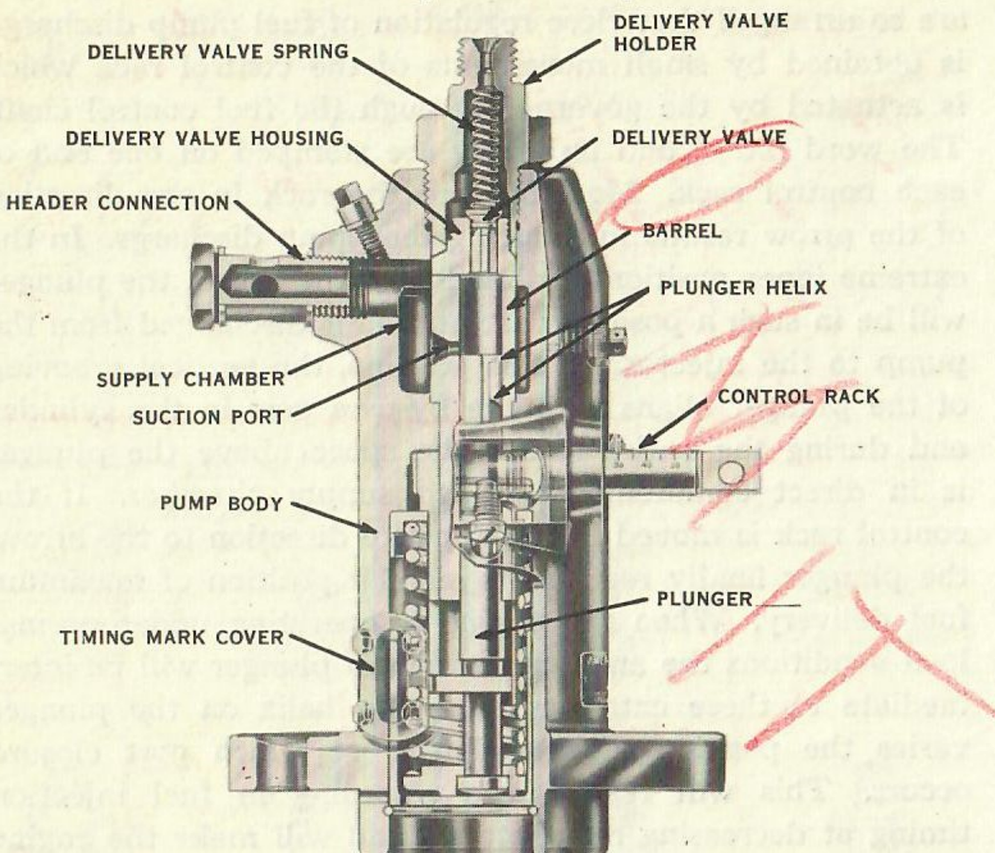

DELIVERY VALVE SPRING
DELIVERY VALVE HOLDER
DELIVERY VALVE HOUSING
DELIVERY VALVE
HEADER CONNECTION
BARREL
PLUNGER HELIX
SUPPLY CHAMBER
CONTROL RACK
SUCTION PORT
PUMP BODY
PLUNGER
TIMING MARK COVER

Figure 3—"Bosch"

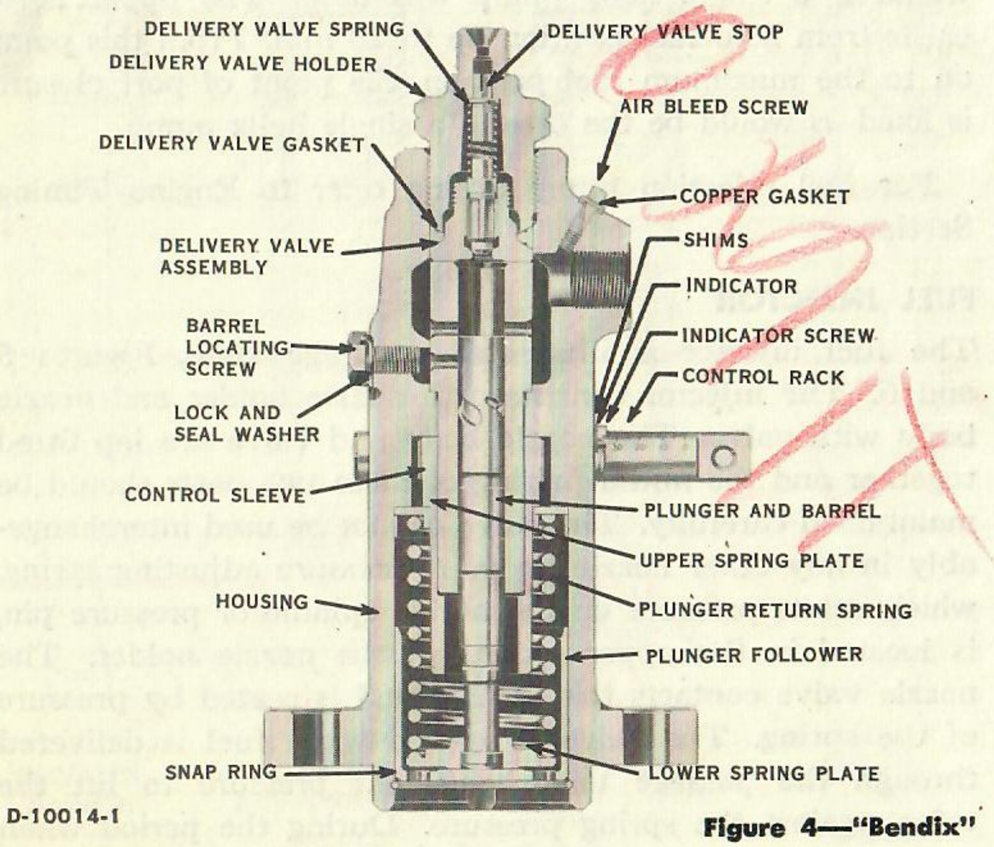

DELIVERY VALVE SPRING
DELIVERY VALVE STOP
DELIVERY VALVE HOLDER
AIR BLEED SCREW
DELIVERY VALVE GASKET
COPPER GASKET
DELIVERY VALVE ASSEMBLY
SHIMS
INDICATOR
BARREL LOCATING SCREW
INDICATOR SCREW
CONTROL RACK
LOCK AND SEAL WASHER
CONTROL SLEEVE
PLUNGER AND BARREL
UPPER SPRING PLATE
HOUSING
PLUNGER RETURN SPRING
PLUNGER FOLLOWER
SNAP RING
LOWER SPRING PLATE
D-10014-1

Figure 4—"Bendix"

valve is raised off the seat, oil is delivered through the nozzle orifices, under high pressure, which results in delivery of the fuel into the combustion chamber in a finely atomized state.

A small metal edge filter is provided in the adapter attached to each fuel injector, to prevent dirt and scale from entering the injector.

MAINTENANCE OF FUEL INJECTORS

The fuel injectors should be removed for cleaning and inspection at regular intervals, refer to Maintenance Bulletin. Remove one injector at a time in order to check the fuel spray in the open air. Clean the metal edge filter, located in the injection nozzle adapter by flushing out the inside of the adapter with clean fuel oil. An injector testing device should be used for testing the injector spray. Remove any carbon that may have deposited on the nozzle tip and check the spray of injector by operating the testing device. A few strokes of the testing device may be required to remove air from injector. After the air is expelled and when operating the testing device quickly, the spray from the nozzle tip should be finely atomized and uniform in shape. All the orifices should discharge the same size and shape of spray. There should be no dribble when pumping action is stopped. If the injector does not function properly during this test, disassemble the nozzle body and valve by unscrewing the nozzle cap nut. Wash the nozzle body and valve in clean kerosene or fuel oil. The orifice holes may be cleaned with a fine wire of suitable size. (See specifications at the end of this section.) Work the valve in the nozzle body in a pumping action under the surface of clear kerosene or fuel oil, then in air, and observe whether or not the valve moves freely in any position in the nozzle body. When nozzle difficulties cannot be rectified by careful cleaning, install a new nozzle and valve assembly. Defective valves and nozzles may be returned for reconditioning. The final assembly of the valve and nozzle should always be done with the parts submerged under the surface of clean fuel oil. When applying the cap nut, make sure that it is properly tightened, (350 to 375 ft. lbs. torque), but do not overtighten it as overtightening may cause the valve to bind in the nozzle. *Caution:* A six (6) point wrench must be used when tightening nozzle cap nuts

Fuel Injector

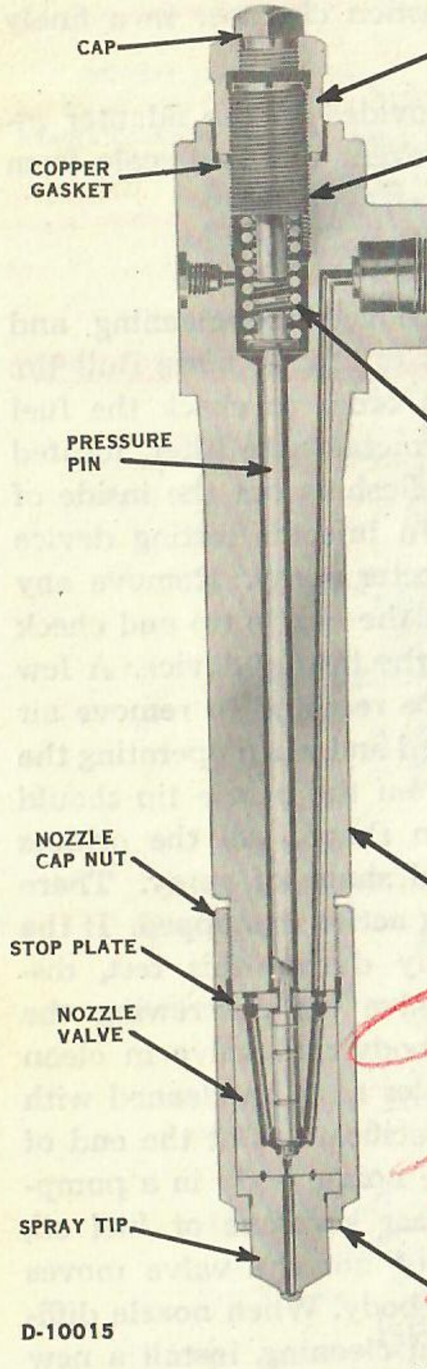


Figure 5—"Bendix"

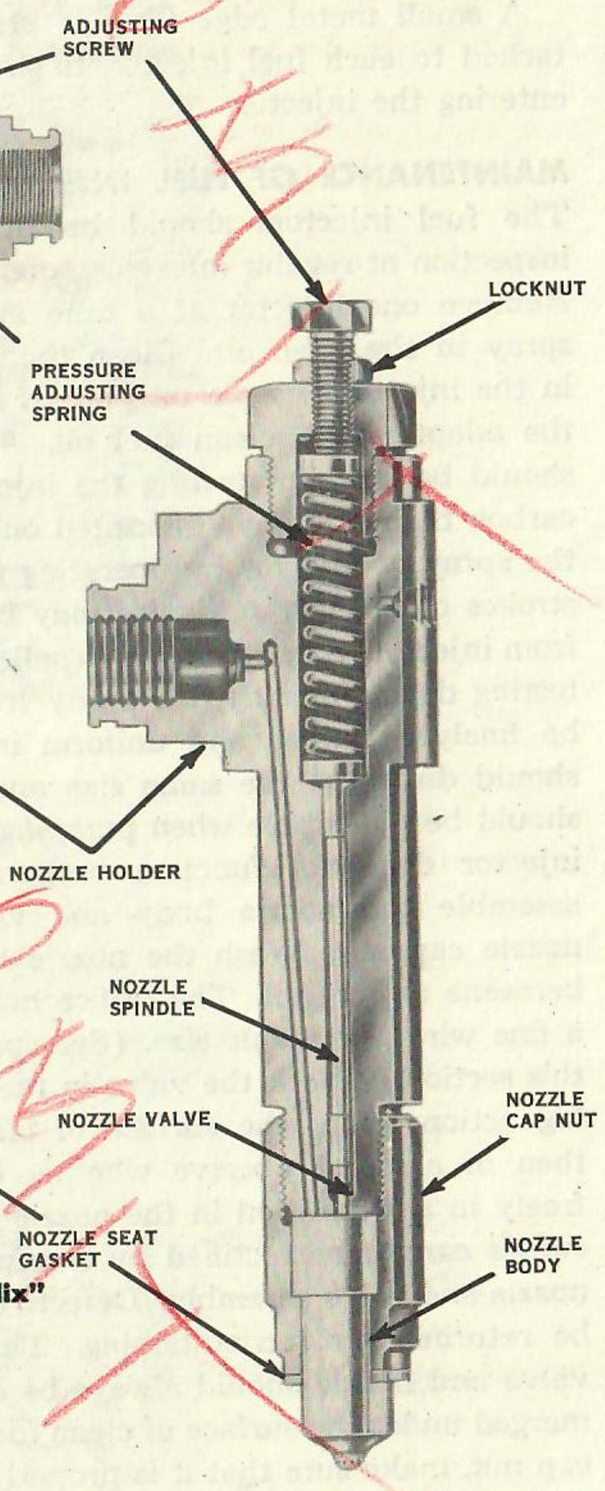


Figure 6—"Bosch"

on "Bendix" fuel injectors. After assembling the injector, check the valve unseating pressure with the injector testing device. The opening pressure should be approximately 4000 pounds and can be altered by turning the adjusting screw inside the cap nut on top of nozzle holder.

The injection nozzle adapter is tack welded to the nozzle holder and it will be necessary to cut the welds whenever the metal edge filter is to be replaced. After adapter is removed inspect the seat in the fuel inlet connection in the nozzle holder for rough spots or burrs. Recondition seat as required with reamer B.L.H. Part No. 600-70-045. Install a new metal edge filter and spring and assemble the adapter to the nozzle holder before injector is installed in cylinder head. The adapter must be tightened sufficiently to prevent leaks, (250 to 300 ft. lbs. torque). *Caution:* The metal edge filter must be installed in the adapter, otherwise the injection characteristics will be altered and have a detrimental effect on injection. After the adapter is properly tightened it should be locked in place by tack welding it to the nozzle holder. Use a small filler piece of stainless steel welding rod, 1/8" dia. x 3/8" long, and place it in the space between the adapter and nozzle holder; then apply weld over the filler piece.

Before application of injector to cylinder head, inspect the condition of gasket seat in counterbore of cylinder head. If necessary, remove carbon from seat with reamer (B.L.H. part No. 600-70-110).

Application of the fuel injection pipe should be made by tightening the fuel line nuts to injector and injection pump before tightening the injector mounting bolts. This will permit proper centering of the fuel injection pipe and relieve strain on the pipe. In order to prevent fuel leaks it is essential to check tightness of all fuel line nuts and injector drain line connections at regular intervals.

MAINTENANCE OF FUEL INJECTION PUMPS

The injection pumps should be checked on a test stand rather than on the engine. The pumps should operate freely and produce the same size spray for each stroke. If the pump action is irregular or does not discharge a sufficient amount of fuel during each stroke, the pump should be disassembled for inspection. Inspect the delivery valve, valve seat and valve spring and make corrections or replacements as required. The valve and valve seat are lap fitted and original pairing of these parts must be maintained. Remove the plunger and cylinder from the pump body. Each plunger and cylinder assembly is lapped to a precision fit, therefore these parts are not interchangeable and it is important to maintain the parts paired as originally assembled. If any pump plunger and cylinder requires servicing, return the complete assembly to Baldwin-Lima-Hamilton Corp., refer to Page 1.

Before applying pump, inspect fuel pump tappet and umbrella assemblies to make sure that the umbrella is permanently secured to tappet and that no fuel leakage occurs at junction of tappet and umbrella.

When reassembling a pump, tighten the delivery valve holder, with a torque wrench, to 650 ft.-lbs.

After pumps and injectors have been reassembled on engine, the fuel system should be primed (free from air) before starting the engine. Priming is accomplished by opening the air bleed screw on each fuel injection pump about one turn, also opening the vent on the generator end of the fuel supply header and vents on top of fuel filter and fuel strainer.√ Then start the fuel supply pump and run it until the system is free of air. Bar engine over several complete revolutions to prime the fuel pumps and injectors. Care should be exercised in priming to avoid pumping an excessive amount of fuel into the cylinder as this may cause excessive firing pressures when the engine is started.

CYLINDER LOAD DISTRIBUTION

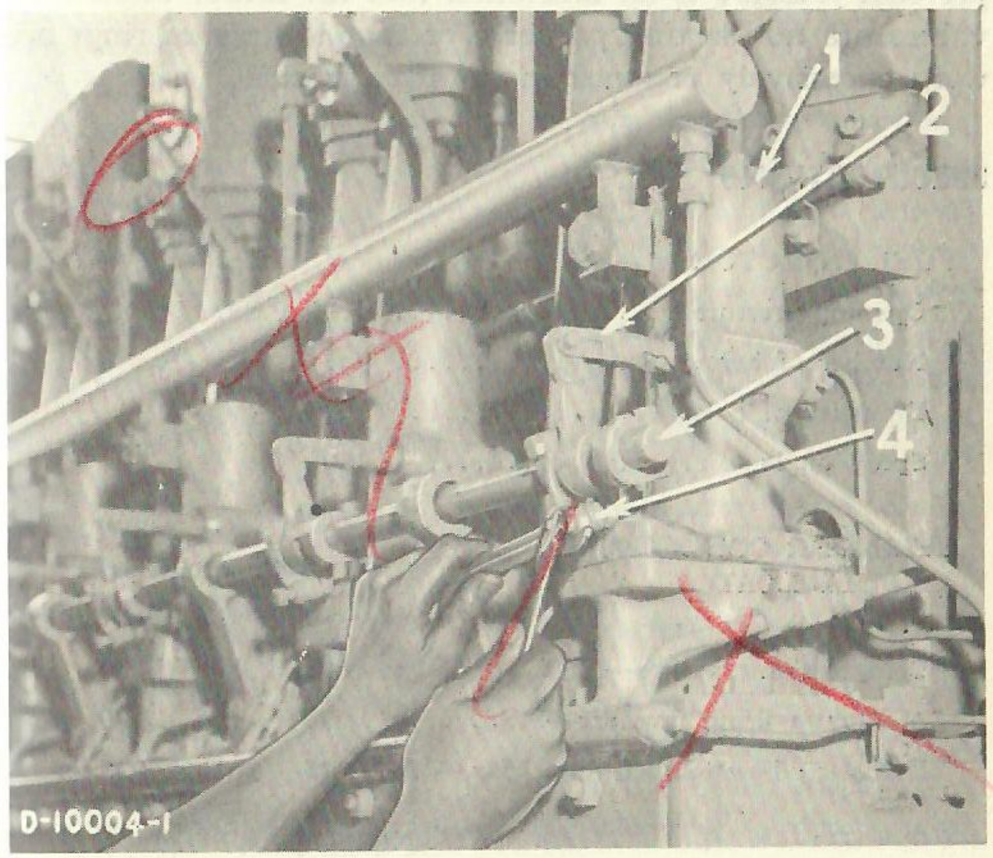
The load distribution between cylinders, as indicated by the exhaust temperatures, is checked by means of a pyrometer. The exhaust temperature difference between cylinders should not vary more than 30°. The pyrometer being used should be checked for accuracy at regular intervals.

Before adjusting any fuel pumps to correct load distribution make sure the fuel supply and injection equipment is functioning properly as outlined in foregoing paragraphs. Also, the fuel injection timing must be correct as described in Engine Timing Section.

Adjustments should be made only after engine is thoroughly warmed up and operating under reasonably steady load. The load distribution is equalized between cylinders

by altering the setting of the adjusting screw on lever adjustment collar located on the fuel control shaft at each fuel pump. Loosen the locknut on adjusting screw and turn the adjusting screw clockwise to increase the fuel discharge, or counter clockwise to decrease the fuel discharge. The adjusting screw should be turned only about one-half turn at a time until proper exhaust temperature is obtained. After the correct adjustment is obtained, the locknut should be tightened on the adjusting screw. Adjust only one cylinder at a time.

The control rack of each fuel pump is provided with millimeter graduations indicating load position of the plunger. However, these graduations should not be used as a basis



Balancing Fuel Pumps

Figure 7

1. **Fuel Injection Pump**
2. **Control Rack**
3. **Fuel Control Shaft**
4. **Rack Adjusting Screw & Lock-Nut**

for readjusting any fuel pumps for load distribution. When injection equipment is in good condition and the load between cylinders properly equalized, the maximum variation in rack setting of all pumps should not exceed 2 mm. If the variation in rack setting is greater than this amount, the injection system should be inspected and replacement or reconditioning of parts done as required.

After the

Spray angle .... 160°

CYLINDER CONDITIONS AT FULL LOAD

	Supercharged	
	8 Cylinder	6 Cylinder
*Compression pressure—P.S.I.	690 ± 50	690 ± 50
Maximum firing pressure—P.S.I.	1,120	1,120
Exhaust elbow temperature, Max.—°F.	925	925

	Normally Aspirated
	6 Cylinder
*Compression pressure—P.S.I.	540 ± 40
Maximum firing pressure—P.S.I.	1,120
Exhaust elbow temperature, Max.—°F.	1,000

* Variation in pressures between the individual cylinders of same engine should not exceed 50 P.S.I.

Engine Manual
Sec D-11-11
Page 1101
Aux Chain drive
Paragraph a. Between the word Covers in line one and "carries" in line two, add the following. "The Cover on the water pump side carries the crankcase oil filter connection."

AUXILIARY CHAIN DRIVE

The auxiliary chains which drive the lubricating oil and the jacket water pumps are located at the pump end of the engine. Each chain is provided with an adjustable idler sprocket.

changing
sprockets

and "C"
oil filler

ficiently
ket for
d down
water
tighten
reaching in through the inspection openings and applying strong hand pressure in the middle of the longest span of each chain. When adjusted properly the total movement or slack should be approximately ¼". When new chains are installed, they should be installed with the proper slack.

c. After proper tension has been obtained tighten the nuts that secure the idler brackets.

The tension in a new chain must be checked after approximately 150 hours of operation and the chain adjusted as required. This also applies to the chain in a new engine. After the initial stretch has been taken up, it will only be necessary to inspect and possibly adjust the chain after each period of 1000 hours of operation.

After the full range of idler sprocket adjustment has been utilized, a new chain should be installed. Do not use an offset or half link in the chain. Inspect the teeth of all sprockets for wear before installing a new chain.

for readjusting any fuel pumps for load distribution. When injection equipment is in good condition and the load between cylinders properly equalized, the maximum variation in rack setting of all pumps should not exceed 2 mm. If the variation in rack setting is greater than this amount, the injection system should be inspected and replacement or reconditioning of parts done as required.

After the exhaust temperatures have been balanced, check the maximum firing pressure and compression pressure for each cylinder. Excessive exhaust temperatures and low maximum firing pressures with normal compression pressures is an indication that the fuel timing is late and should be corrected before placing engine in service. Low compression pressure is an indication that the intake or exhaust valves are not seating properly or that the piston rings are worn excessively or stuck in the ring grooves.

SPECIFICATIONS

FUEL INJECTOR

Opening pressure	4000 P.S.I.
Number of holes	9
Diameter of holes	.0177″
Spray angle	160°

CYLINDER CONDITIONS AT FULL LOAD

	Supercharged	
	8 Cylinder	6 Cylinder
*Compression pressure—P.S.I.	690 ± 50	690 ± 50
Maximum firing pressure—P.S.I.	1,120	1,120
Exhaust elbow temperature, Max.—°F.	925	925

	Normally Aspirated
	6 Cylinder
*Compression pressure—P.S.I.	540 ± 40
Maximum firing pressure—P.S.I.	1,120
Exhaust elbow temperature, Max.—°F.	1,000

* Variation in pressures between the individual cylinders of same engine should not exceed 50 P.S.I.

AUXILIARY CHAIN DRIVE

The auxiliary chains which drive the lubricating oil and the jacket water pumps are located at the pump end of the engine. Each chain is provided with an adjustable idler sprocket.

MAINTENANCE

Adjustment of slack in the chains is made by changing the position of the brackets on which the idler sprockets are mounted. The chains are adjusted as follows:

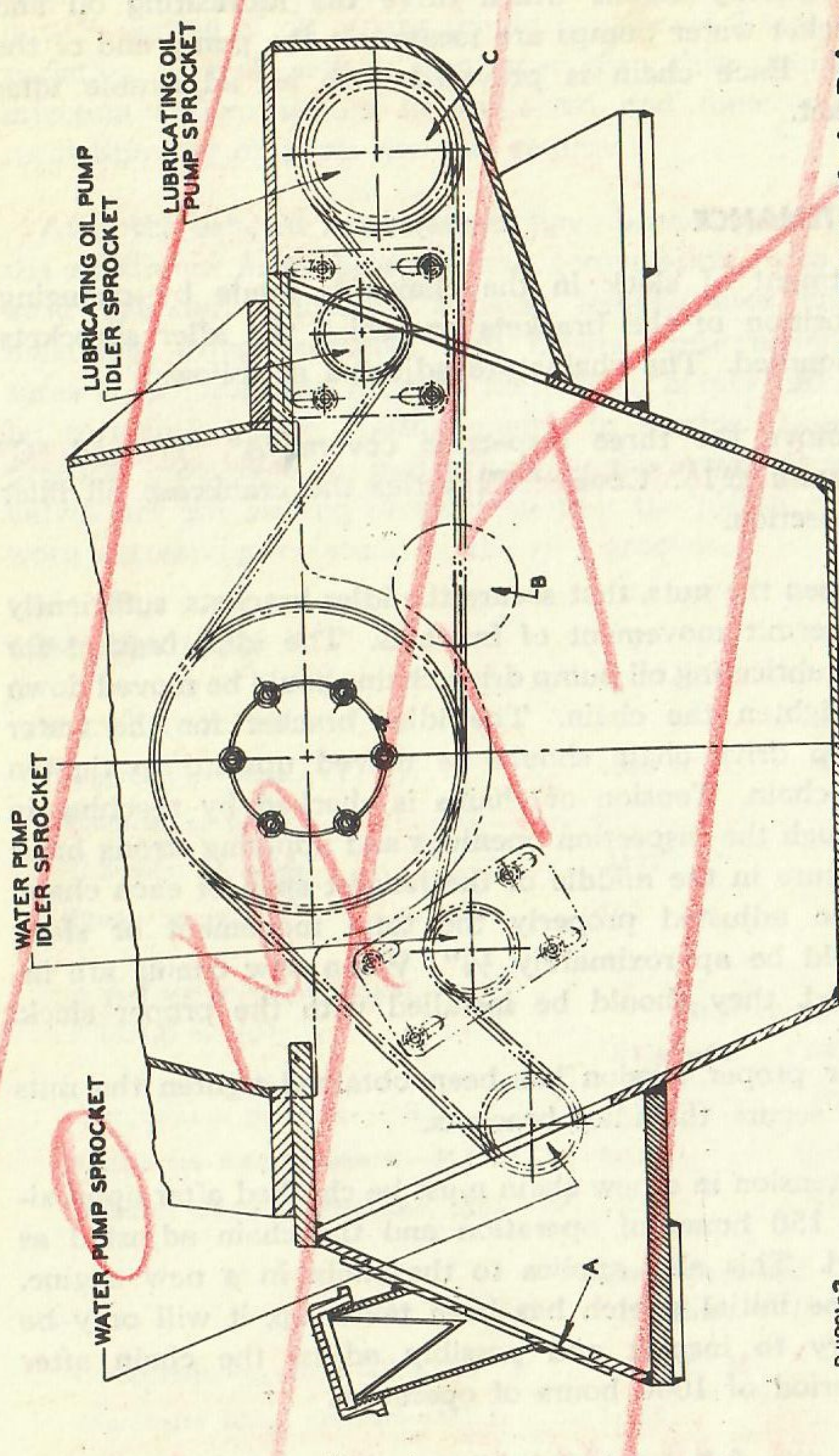
a. Remove the three inspection covers, "A", "B" and "C" (Figure #1). Cover "A" carries the crankcase oil filler connection.

b. Loosen the nuts, that secure the idler brackets, sufficiently to permit movement of brackets. The idler bracket for the lubricating oil pump drive chain should be moved down to tighten the chain. The idler bracket for the water pump drive chain should be moved upward to tighten the chain. Tension of chains is checked by reaching in through the inspection openings and applying strong hand pressure in the middle of the longest span of each chain. When adjusted properly the total movement or slack should be approximately ¼″. When new chains are installed, they should be installed with the proper slack.

c. After proper tension has been obtained tighten the nuts that secure the idler brackets.

The tension in a new chain must be checked after approximately 150 hours of operation and the chain adjusted as required. This also applies to the chain in a new engine. After the initial stretch has been taken up, it will only be necessary to inspect and possibly adjust the chain after each period of 1000 hours of operation.

After the full range of idler sprocket adjustment has been utilized, a new chain should be installed. Do not use an offset or half link in the chain. Inspect the teeth of all sprockets for wear before installing a new chain.


LUBRICATING OIL PUMP SPROCKET
LUBRICATING OIL PUMP IDLER SPROCKET
C
B
WATER PUMP IDLER SPROCKET
WATER PUMP SPROCKET
A

D11001-2

Auxiliary Chain Drive
Figure 1

Copy

COOLING WATER SYSTEM

The cooling water system is of the closed type. A centrifugal pump, chain driven from the engine crankshaft, circulates the water through the engine jackets to the cooling radiators and thence through the lubricating oil heat exchanger before returning the water to the engine. An expansion tank is provided for the system. Refer to cooling water system diagrams Figures 3 and 4.

COOLING WATER SUPPLY

Any water regardless of source should be subjected to chemical analysis, in order to determine the suitability of the water for diesel engine cooling. Although it may appear clean and pure, water in general contains impurities as suspended matter, chemicals which are classed as "hardness" in the water, excess oxygen, and acids.

Suspended matter and oil in the water, even in the smallest degree, will impair the proper heat transfer condition of the system. Sludge and mud will form and excessive foaming occur if the oil and suspended matter are not filtered out of the water. Proper coagulation and passage through a sand filter will remove the oil and suspended matter from the water.

Refer to B.L.H. Maintenance Bulletin for additional information on water treatment and flushing of the cooling system.

Copy

CLEANING OF COOLING SYSTEM

If the condition of the cooling water has been neglected, causing scale to deposit in engine jackets and radiators, it should be removed as soon as possible. ~~A chemical solution such at Oakite No. 32 made by Oakite Products Inc., New York, N. Y., or Dearborn No. 134 made by Dearborn Chemical Co., Chicago, Ill., may be used. Instructions furnished by the manufacturer of the cleaning compound should be followed carefully. It is important to thoroughly flush and neutralize the system after cleaning.~~

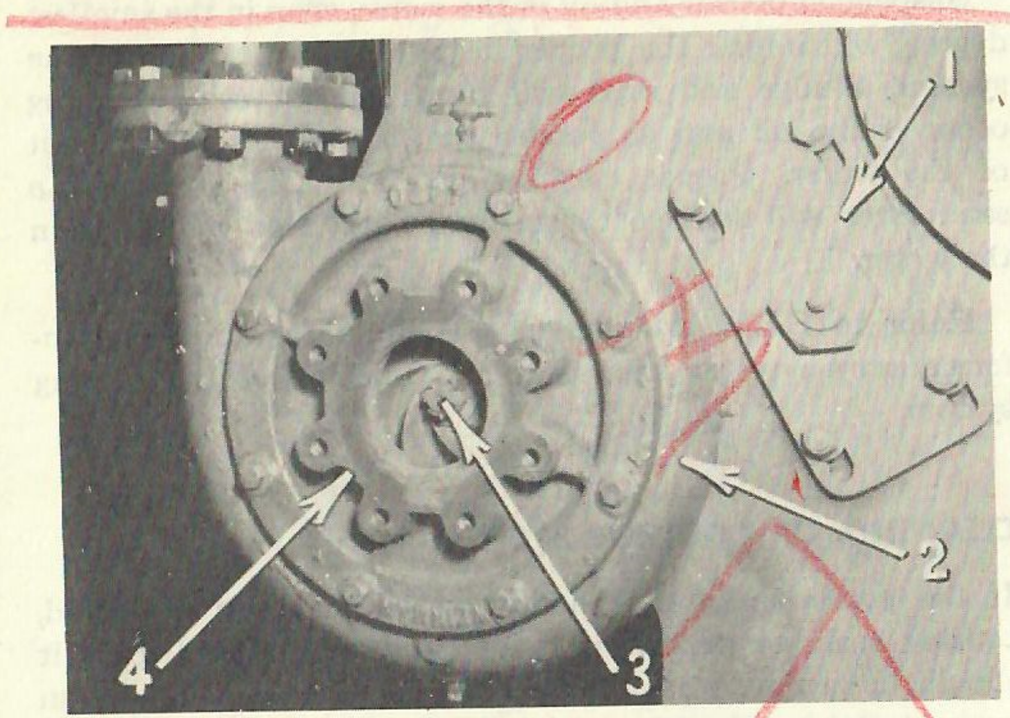
DRAINING AND FILLING THE COOLING SYSTEM

When draining the cooling system, do not drain while engine is hot (over 120° F.). All sediment which may have accumulated at the bottom of the water jackets should be flushed out carefully. Be sure that all water is drained from turbocharger.

When refilling the system, use only treated water. Operate the engine a few minutes to expel any air trapped in the system, after the air has been removed; add water as required to completely fill the system. Make-up water should be added to the system when engine is not in operation and preferably when engine is cold. If make-up water must be added to system while engine is warm (above 120°F.), the water should be heated or added to the system very slowly.

WATER CIRCULATION AND TEMPERATURE

The cooling water temperature may vary between 145° F. and 175° F. depending on engine load and atmospheric conditions, although safe operation can be achieved with temperatures up to 200° F. Radiators cooled by either engine or motor-driven fans remove the heat from the engine cooling water. Consult the Operator's Manual for your locomotive for details on the automatic temperature control system.



D 12001 ***Water Pump***

Figure 1

1. **Chain Idler Adjustment Bracket**
2. **Pump Casing**
3. **Impeller Nut (Left Hand Thread)**
4. **Pump Suction Head**

WATER PUMP

The water pump requires no outside lubrication. The bearings are lubricated by the crankcase oil.

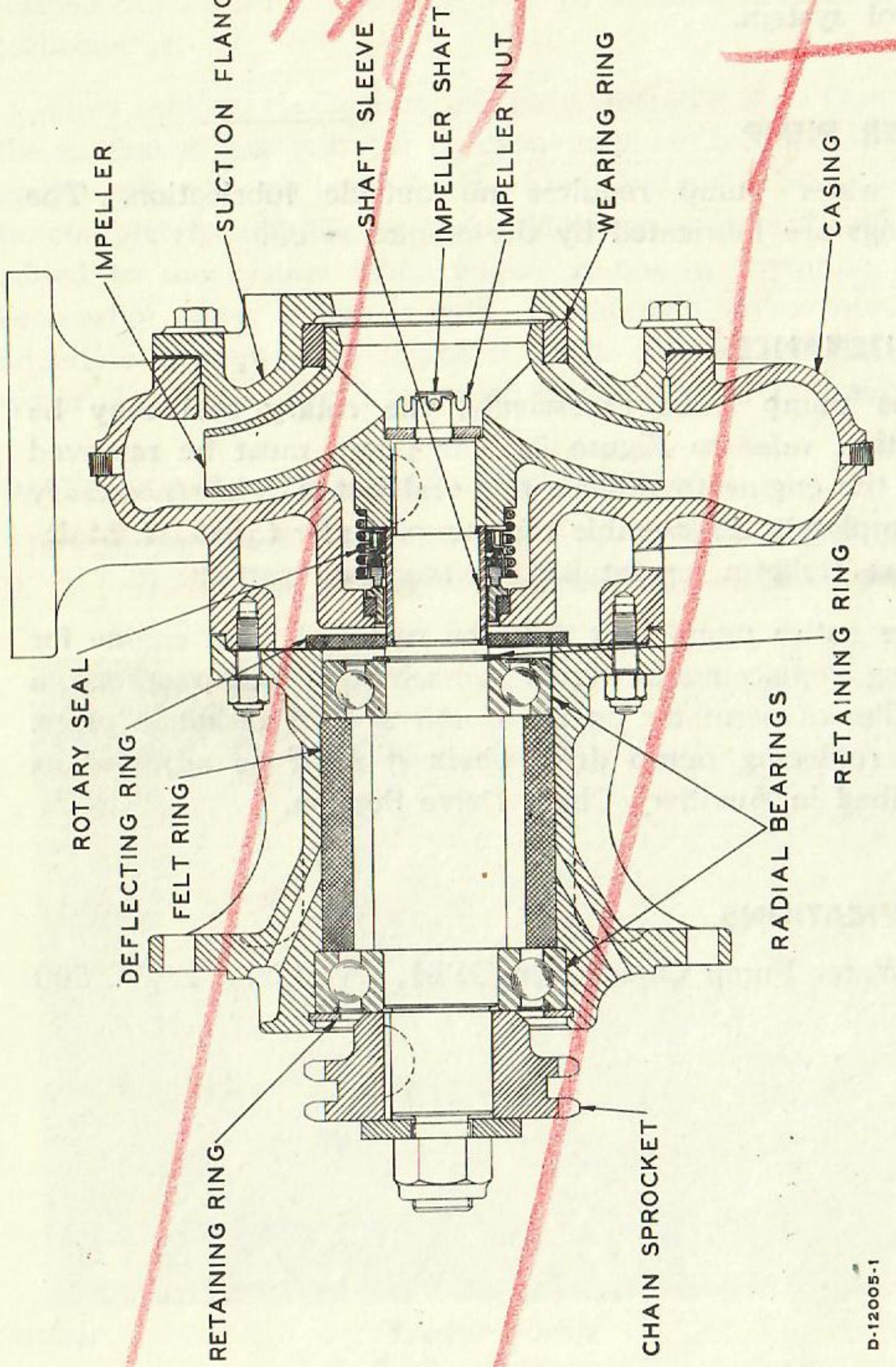
MAINTENANCE

If the pump leaks excessively, the rotary seal may be defective, ~~refer to Figure 2.~~ The pump must be removed from the engine to replace this seal but it is not necessary to completely disassemble the pump. Refer to B.L.H. Maintenance Bulletin for detailed maintenance instructions.

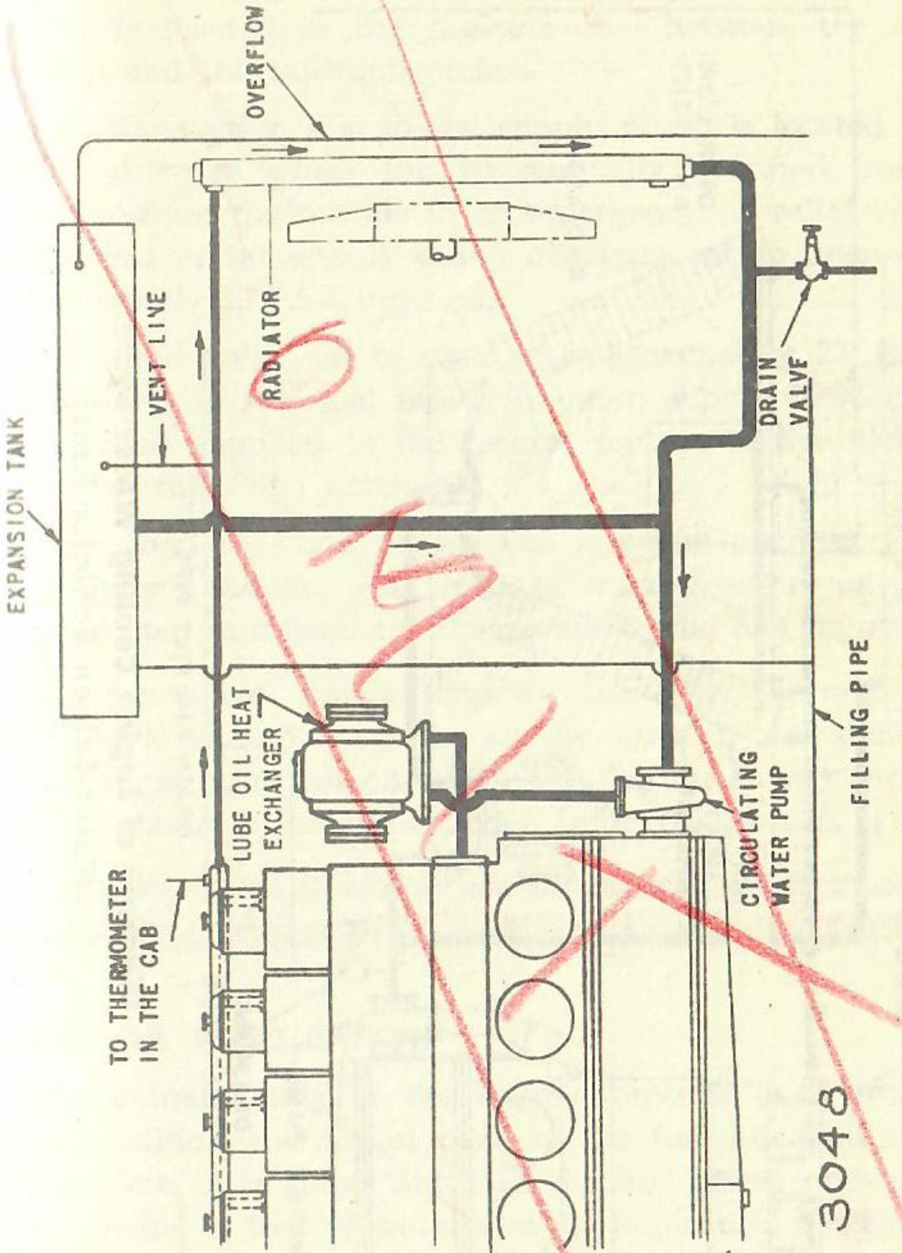
The entire pump unit must be removed from engine for bearing replacement. When reassembling pump spread a thin film of permatex on the frame to hold gasket in place. After replacing pump drive chain it must be adjusted as described in Auxiliary Chain Drive Section.

SPECIFICATIONS

Water Pump Capacity in GPM................ 500


IMPELLER
SUCTION FLANGE
SHAFT SLEEVE
IMPELLER SHAFT
IMPELLER NUT
WEARING RING
CASING
RETAINING RING
RADIAL BEARINGS
ROTARY SEAL
DEFLECTING RING
FELT RING
RETAINING RING
CHAIN SPROCKET
D-12005-1

Cross Section Drawing of Water Pump
Figure 2


OVERFLOW
VENT LINE
RADIATOR
EXPANSION TANK
DRAIN VALVE
LUBE OIL HEAT EXCHANGER
TO THERMOMETER IN THE CAB
CIRCULATING WATER PUMP
FILLING PIPE

3048

Diagram of Engine Cooling Water System
(Engine-Driven Radiator Fan)
Figure 3

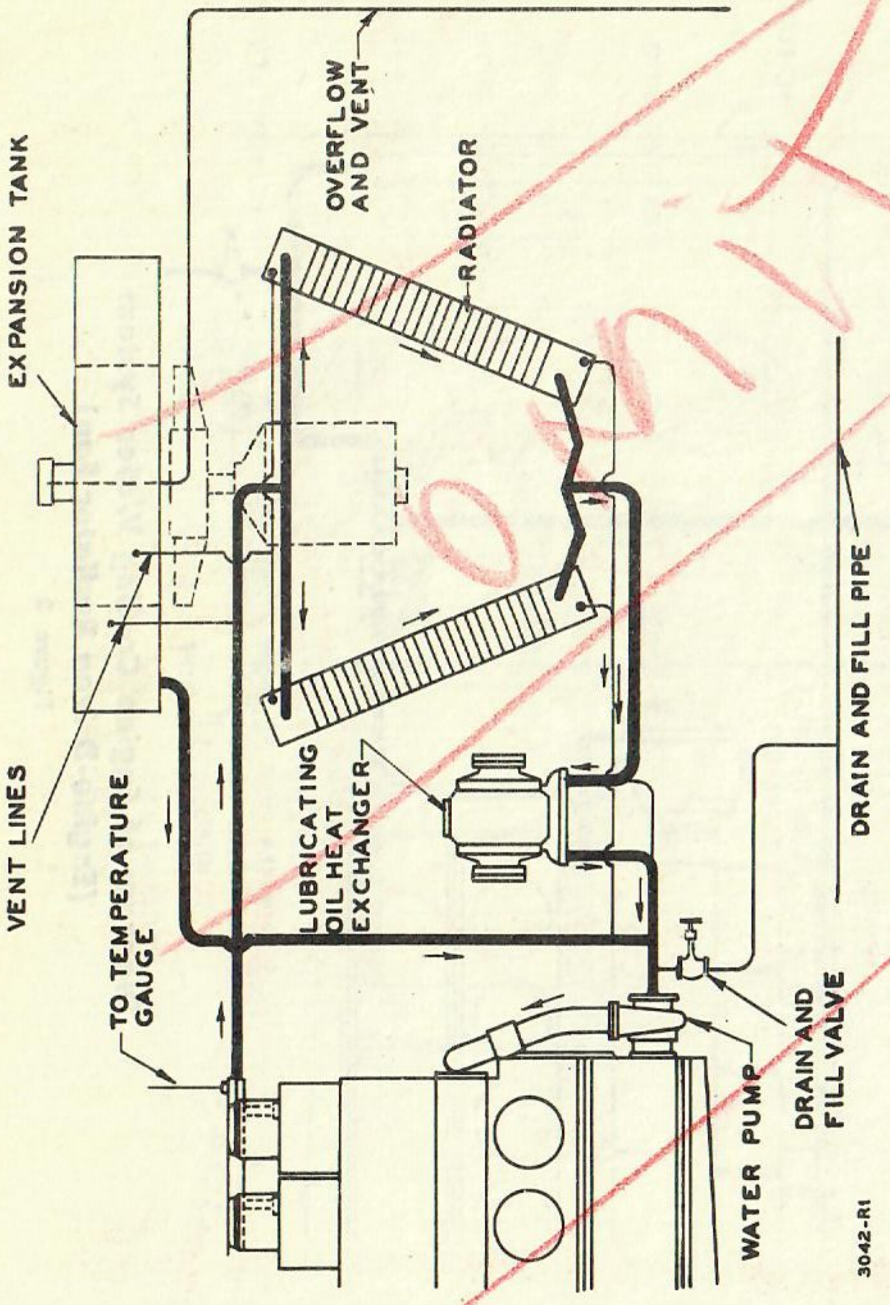


Diagram of Engine Cooling Water System
(Motor-Driven Radiator Fans)
Figure 4

OMIT

FUEL SUPPLY SYSTEM

The fuel oil is pumped from the tank by means of a motor-driven supply pump. A strainer is provided in the suction line to protect the supply pump. A cartridge type filter is located in the pressure line between the supply pump and the injection pumps.

In the suction line to the supply pump is located a fuel shut-off valve which can be manually operated from the cab or from the outside in an emergency. A relief valve is provided in the supply pump discharge set to open at approximately 35 P.S.I. pressure.

A relief valve set to open at approximately 25 P.S.I. is connected to the fuel injection pump supply header. The excess oil supplied to the header returns to the fuel tank through this relief valve.

The fuel injection pumps and injectors are described in a separate section. Any leakage from injectors or pumps is collected in a header and returned to the fuel supply tank.

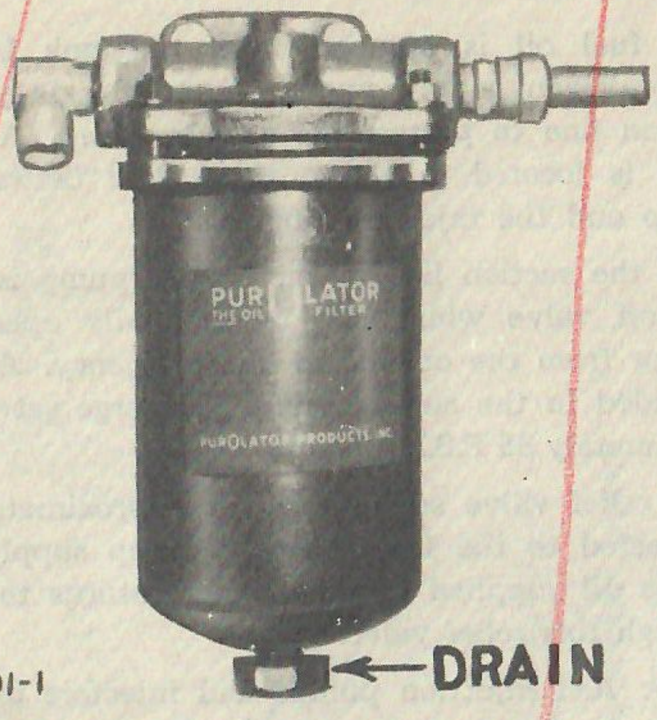
A protective system actuates the fuel injection pump control shaft and shuts the engine down in case dangerous conditions occur which are controlled by safety switches. This system is described under Lube Oil System.

A good grade of fuel oil should be used at all times. For recommended fuel oil refer to B.L.H. Specification MBG-102.

FUEL OIL PURIFICATION

Proper functioning of the engine depends upon mechanical condition and fits of parts of the fuel injection system. Therefore, it is important that the fuel oil as delivered to the engine is free of water and all impurities. It is a good practice to filter the fuel oil before it is permitted to enter the tank. At regular intervals the fuel tank should be flushed clean to remove dirt and water settled at bottom.

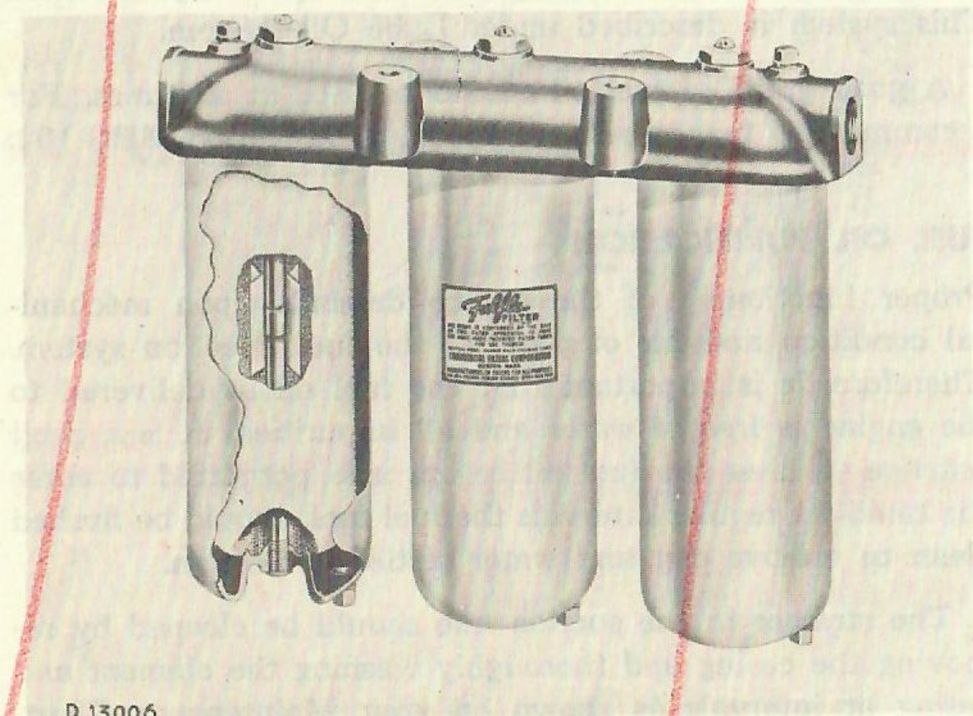
The strainer in the suction line should be cleaned by removing the casing and thoroughly washing the element and casing at intervals as shown on your Maintenance Chart. Never open the drain on the strainer while the fuel supply pump is in operation.



D-13001-1

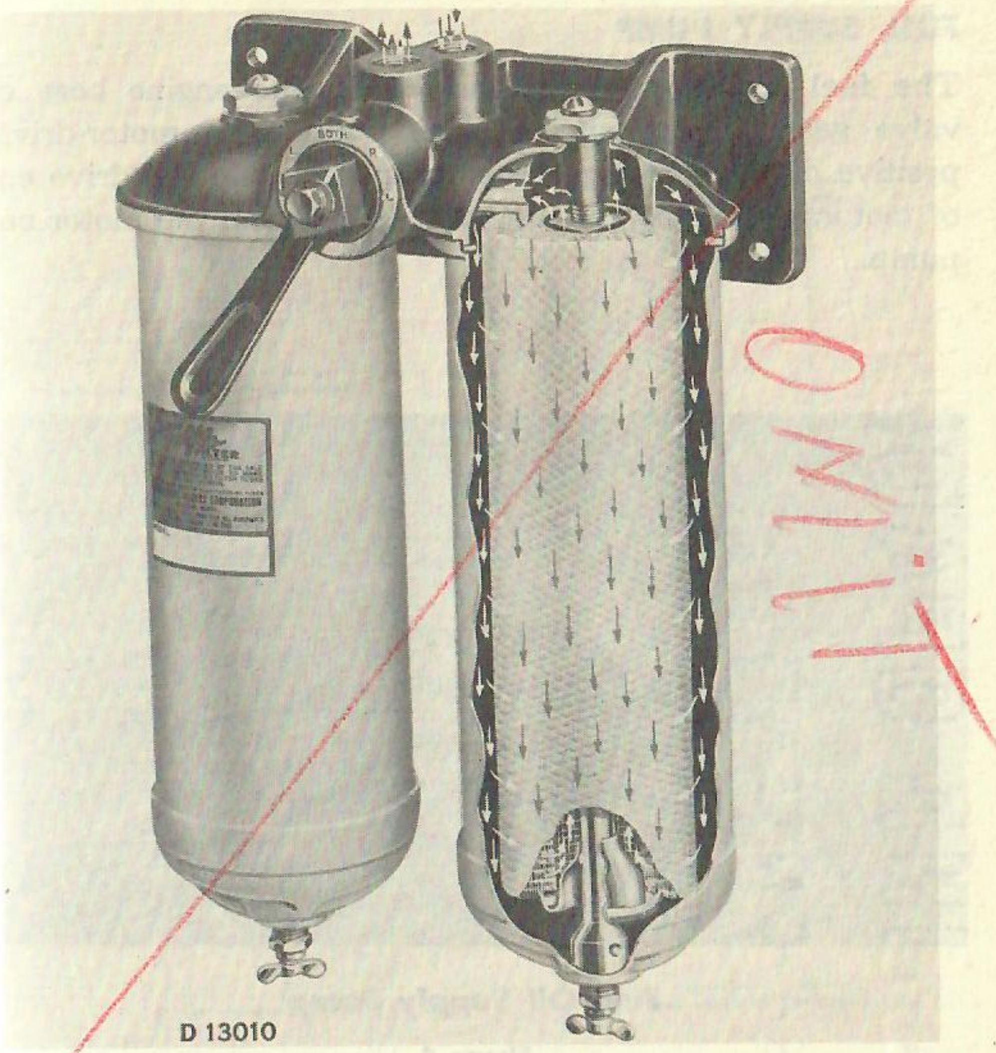
Metal Edge Type Fuel Oil Suction Strainer
Figure 1

OMIT



D 13006

Cartridge Type Fuel Oil Filter
Figure 2



D 13010

Cartridge Type Duplex Fuel Oil Filter
Figure 3

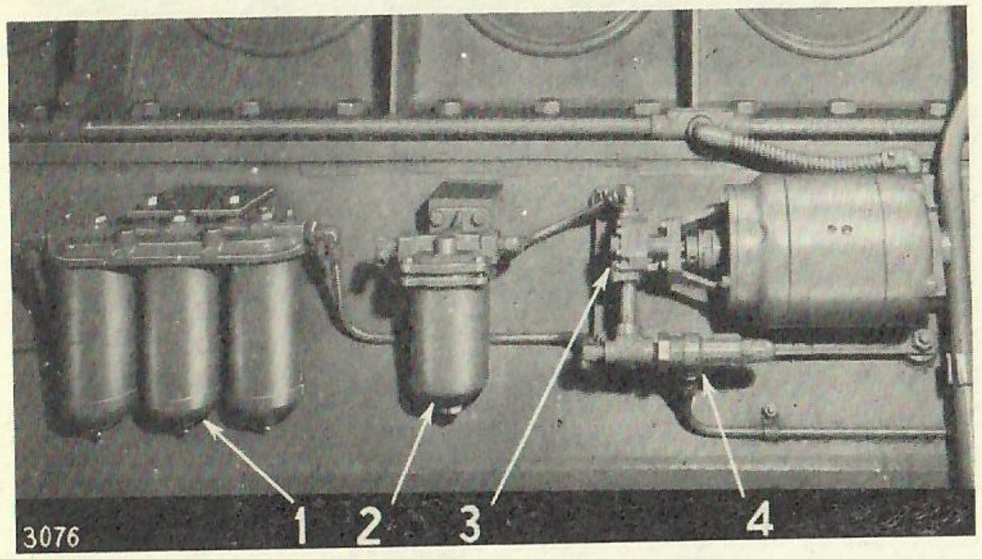
OMIT

Open the drain plug at the bottom of the cartridge type filter to drain off dirt and water. This should be done while the supply pump is in operation. If the pressure in the fuel injection supply header drops below normal it may indicate the filter is becoming clogged. The cartridge should then be replaced. However, it is best to renew the cartridge as indicated on your Maintenance Chart. After renewal of the filter element it will be necessary to open the vent on the top of the filter to permit the air to escape. The system is cleared of air by operating the supply pump until all air has been expelled from filter and piping.

OMIT

FUEL SUPPLY PUMP

The fuel supply pump is located on the engine base on valve gear side of engine. The pump is a motor-driven positive displacement gear pump, mounted on the drive end of motor. A flexible coupling is used between the motor and pump.



Fuel Oil Supply Pump

Figure 4

1. **Cartridge Type Filter**
2. **Metal Edge Strainer**
3. **Motor Driven Supply Pump**
4. **Discharge Relief Valve**

OMIT

MAINTENANCE OF FUEL SUPPLY PUMP

The pump should be lubricated as indicated on your Maintenance Chart at the fitting provided on the drive end.

Excessive noise or failure to maintain pressure should be investigated by dismantling the pump and checking all parts thoroughly. (Refer to the Maintenance Bulletin covering this pump.)

SPECIFICATIONS

Fuel Supply Pump Capacity in GPM at 35 P.S.I. . . . 3

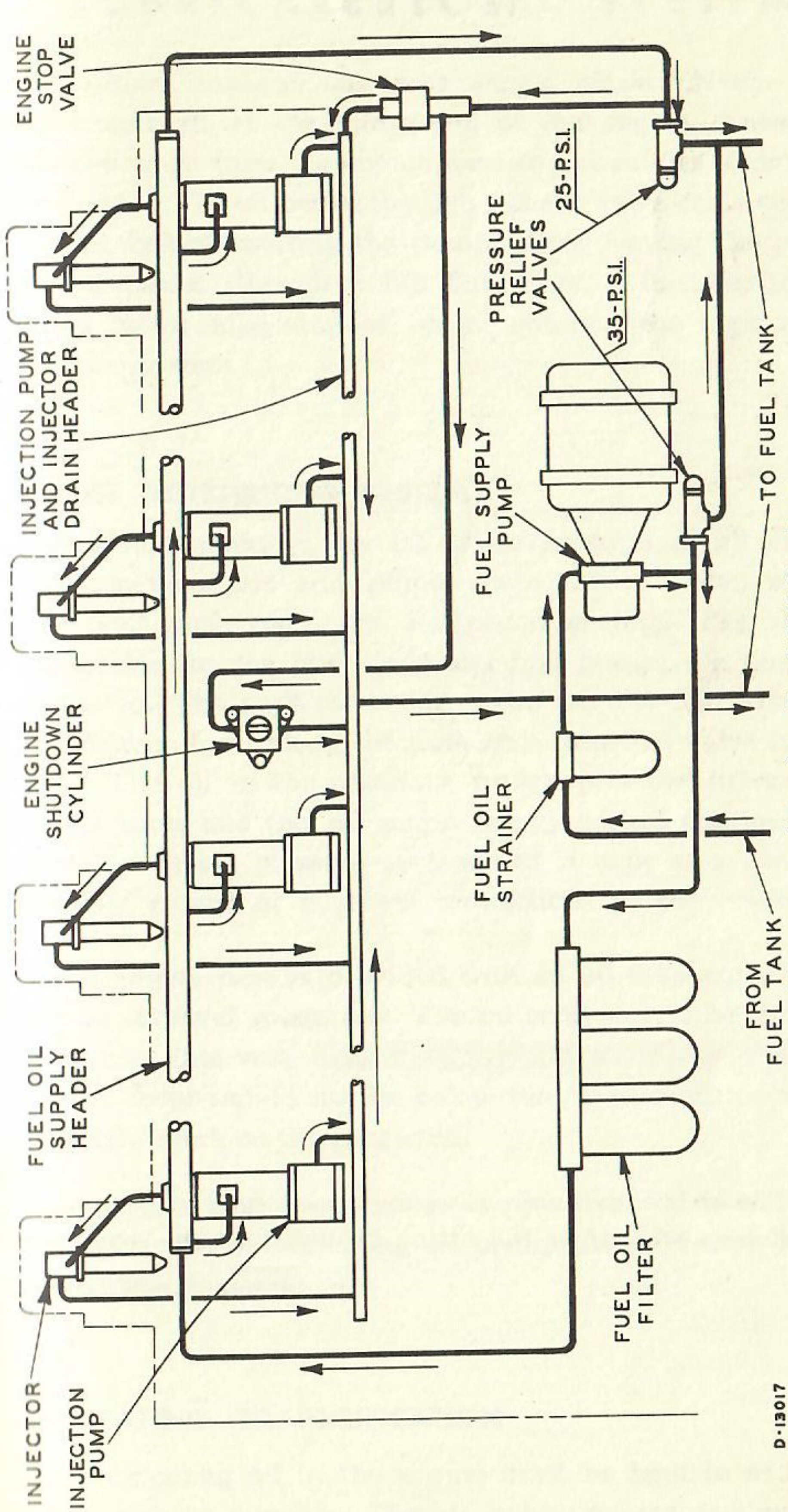

ENGINE STOP VALVE
INJECTION PUMP AND INJECTOR DRAIN HEADER
ENGINE SHUTDOWN CYLINDER
FUEL OIL SUPPLY HEADER
INJECTOR
INJECTION PUMP
FUEL SUPPLY PUMP
PRESSURE RELIEF VALVES
25-P.S.I.
35-P.S.I.
FUEL OIL STRAINER
FUEL OIL FILTER
TO FUEL TANK
FROM FUEL TANK
D-13017

Diagram of Engine Fuel Oil System

Figure 5

OMIT

NOTES

LUBRICATING OIL SYSTEM

A positive displacement gear pump, chain driven from the crankshaft at the pump end of the engine, draws the lubricating oil from the engine base and circulates it through the system. The oil passes through a check valve and a suction strainer before entering the pump. After leaving the pump the oil passes through a full flow filter, a heat exchanger and a metal edge strainer before entering the engine distributing system.

ENGINE DISTRIBUTING SYSTEM

This system supplies the oil under pressure to all engine bearings, camshaft and pump chain drives, valve rocker arms and push rods, also for piston cooling. The rollers and guides for the push rods and fuel pumps are pressure lubricated. The push rod roller guides are also lubricated by oil draining down along the push rods from the valve rocker arms. The oil in the camshaft trough provides lubrication for the cams and this oil supply is replenished continuously from the engine pressure system and is kept at a constant level by means of overflow connections to the crankcase.

The engine base is provided with an oil filler connection, also an oil level gauge rod. The oil level should be checked at regular intervals, refer to B.L.H. Maintenance Bulletin. The oil level should not be below the "low" mark or above the "high" mark on the gauge rod.

~~An engine shut-down device is provided which will stop the engine if the lubricating oil pressure should drop below 15 pounds pressure.~~

LUBRICATING OIL PURIFICATION

The lubricating oil in the engine must be kept in as clean a condition as possible. The oil, before it reaches the pres-

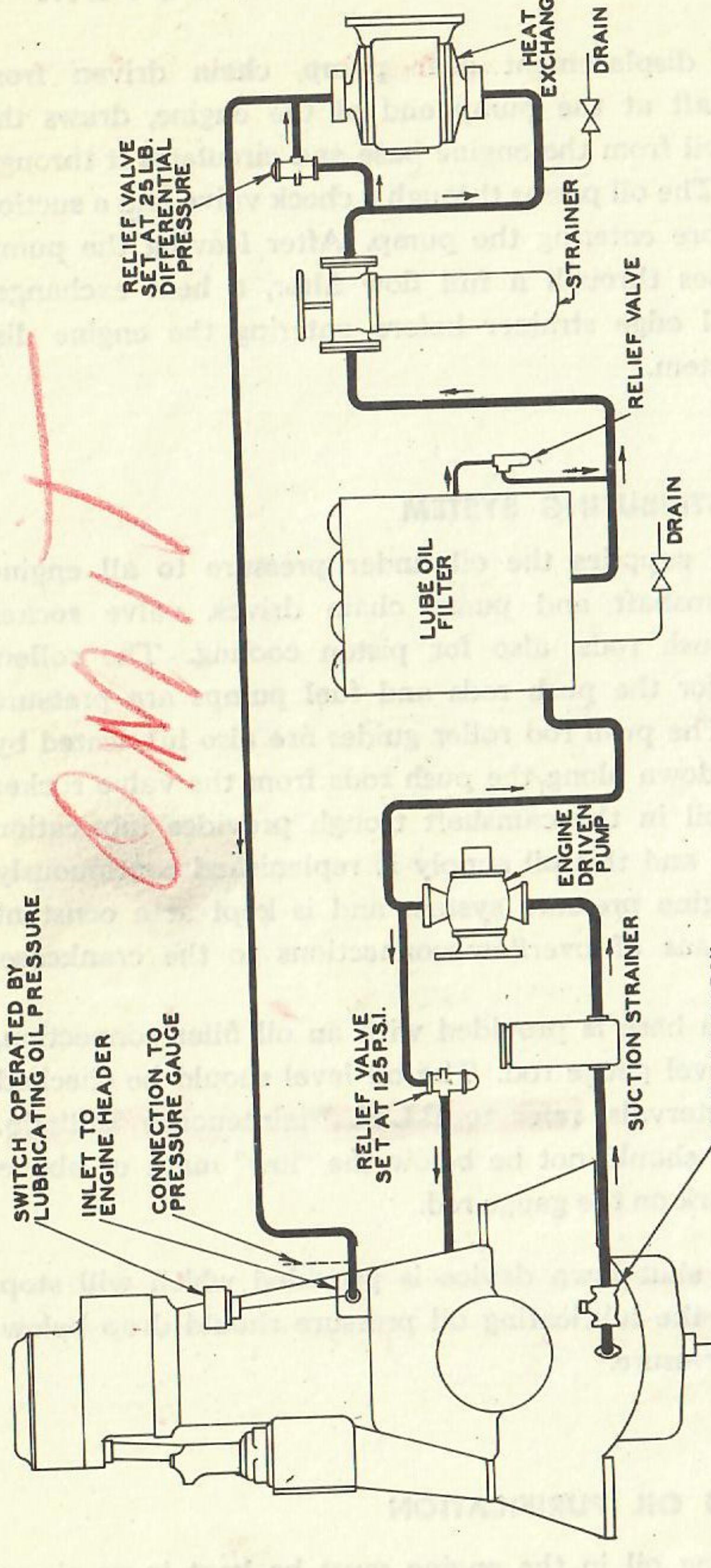

HEAT EXCHANGER
DRAIN
RELIEF VALVE SET AT 25 LB. DIFFERENTIAL PRESSURE
STRAINER
RELIEF VALVE
LUBE OIL FILTER
DRAIN
ENGINE DRIVEN PUMP
SUCTION STRAINER
SUCTION CHECK VALVE
CRANKCASE DRAIN
RELIEF VALVE SET AT 125 P.S.I.
CONNECTION TO PRESSURE GAUGE
INLET TO ENGINE HEADER
SWITCH OPERATED BY LUBRICATING OIL PRESSURE
3068-2

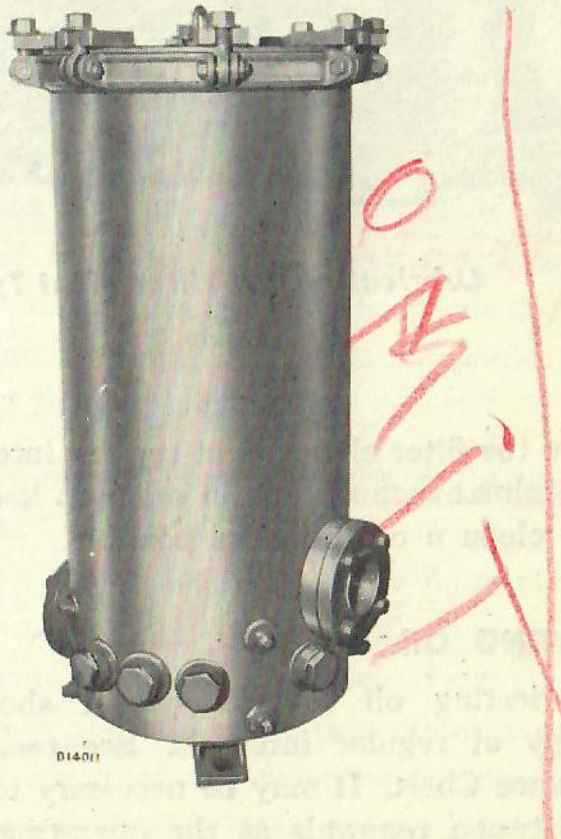
Diagram of Engine Lubricating Oil System

Figure 1

OUT

sure pump, passes through a suction strainer. This strainer is of the perforated metal basket type and should be cleaned of all dirt and impurities as indicated on your Maintenance Chart. Before the oil reaches the engine distributing system, it passes a cartridge type lubricating oil filter, refer to Figure 1.

The lubricating oil filter, either the circular or the flat type has absorbent type elements which remove the finer impurities in the oil. These filters are equipped with elements composed of waste or other fibrous material. It is necessary

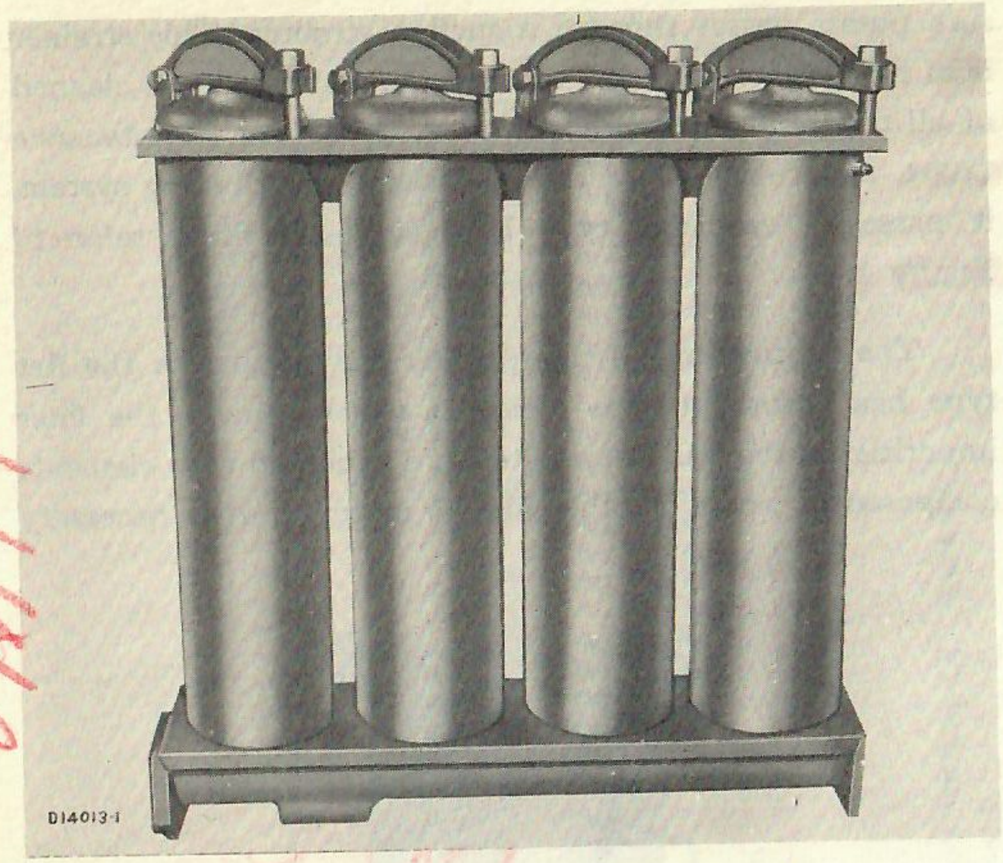


OUT

Lubricating Oil Filter (Circular Type)

Figure 2

OMIT



Lubricating Oil Filter (Flat Type)

Figure 3

to change the filter elements at regular intervals, ~~as specified on the Maintenance Charts,~~ in order to keep the lubricating oil in as clean a condition as possible.

LUBRICATING OIL RENEWAL

The lubricating oil in the system should be changed completely at regular intervals. ~~See recommendations on Maintenance Chart.~~ It may be necessary to change the time period between renewals as the operating conditions vary. A laboratory analysis of a sample of the crankcase oil will indicate if renewal is necessary. ~~A viscosity gauge may be used for this purpose although it is not as accurate as a laboratory analysis.~~

When adding lubricating oil or changing the lubricating oil, care should be taken to be sure that the proper lubricating oil is used. ~~Refer to B.L.H. Specification MBG-101 for recommended lubricating oil.~~

The oil should be removed shortly after engine has been shut down and while oil is still warm. Drain the oil from camshaft trough, heat exchanger and lubricating oil filter. Repack the filters with new elements. Use a flushing oil for cleaning crankcase, heat exchanger, strainer and filter. Never use gasoline or waste to clean or wipe inside of engine. Always use clean cloths which do not deposit lint.

When adding new oil, fill crankcase up to the high mark on the gauge. Also fill camshaft trough until it overflows into the crankcase through level pipes. Open vents on the filter. After the system is primed, check the oil level and add more oil as necessary to bring the oil level up to the high mark on the gauge rod.

LUBRICATING OIL PRESSURE

The lubricating oil pressure gauge should normally indicate a pressure of 50 P.S.I. ~~in the locomotive cab~~ and 65 P.S.I. at engine at rated speed. At lower speeds the pressure will be proportionately lower. At no time should the pressure drop below 15 P.S.I. pressure.

If the lubricating oil pressure drops below normal, this may be caused by excessive dirt in the filter element increasing the flow resistance. When the filter element becomes clogged, undue by-passing of oil will take place through the pressure relief valve. Check the pressure relief valve in the by-pass line and make corrections as necessary. If the cleaning of the filter and resetting the pressure relief valve does not correct the low pressure condition, the entire lubricating oil system should be inspected for undue restrictions or leaks.

If the lubricating oil pressure is appreciably higher than normal, this may be caused by unusually heavy lubricating oil, lubricating oil temperature below normal, or sticking of the pressure relief valve in the by-pass line. Investigate and make corrections as necessary.

LOW LUBRICATING OIL PRESSURE SHUT DOWN

1 The engine protective shut-down system shown in Fig. 4
2 includes the low lubricating oil pressure switch which is set
3 to shut down the engine if the lubricating oil pressure drops
4 to approximately 15 P.S.I. This device consists of a pressure operated switch "A," a solenoid operated double acting valve "B" and a shut-down unit "C." The switch "A" is operated by the pressure in the lubricating oil system. During normal operation the switch "A" is held in the closed position by the lubricating oil pressure, thus permitting the electric current to energize the solenoid "D" which then keeps the valve "E" open and the valve "F" closed. When the valve "E" is open the fuel supply line "G" is in direct communication with the shut-down unit "C" through the line "H." The piston inside the shut-down unit "C" is then pushed out by the fuel pressure thus moving the lever "I" to a position which releases the fuel pump control shaft from the stop position.

If the pressure in the lubricating oil header drops to 15 P.S.I. or lower the switch "A" breaks the current to the solenoid "D" which then closes the valve "E" and opens the valve "F." The fuel under pressure in cylinder "C" is then released through line "H" and valve "F" to the tank. When the fuel pressure in cylinder "C" is released, the piston is pushed in the opposite direction by means of a spring. The lever "I" operated by the piston, then turns the fuel injection pump control shaft to the stop position thus shutting the engine down. A torsion spring at the governor end of the control shaft permits the shaft to turn to the stop position independently of the governor.

During the starting period when there is no pressure in the lubricating oil header to close switch "A," the solenoid circuit is closed by means of the engine starting push button. The switch "A" requires approximately 19 P.S.I. pressure for contact closing. The starting button must be held closed until the engine speed is sufficient to build up an oil pressure in excess of 19 P.S.I.; otherwise, switch "A" would stop the engine. When the oil pressure is high enough to close switch "A" and the starting button is released, the circuit is complete through switch "A" to the solenoid valve "B."

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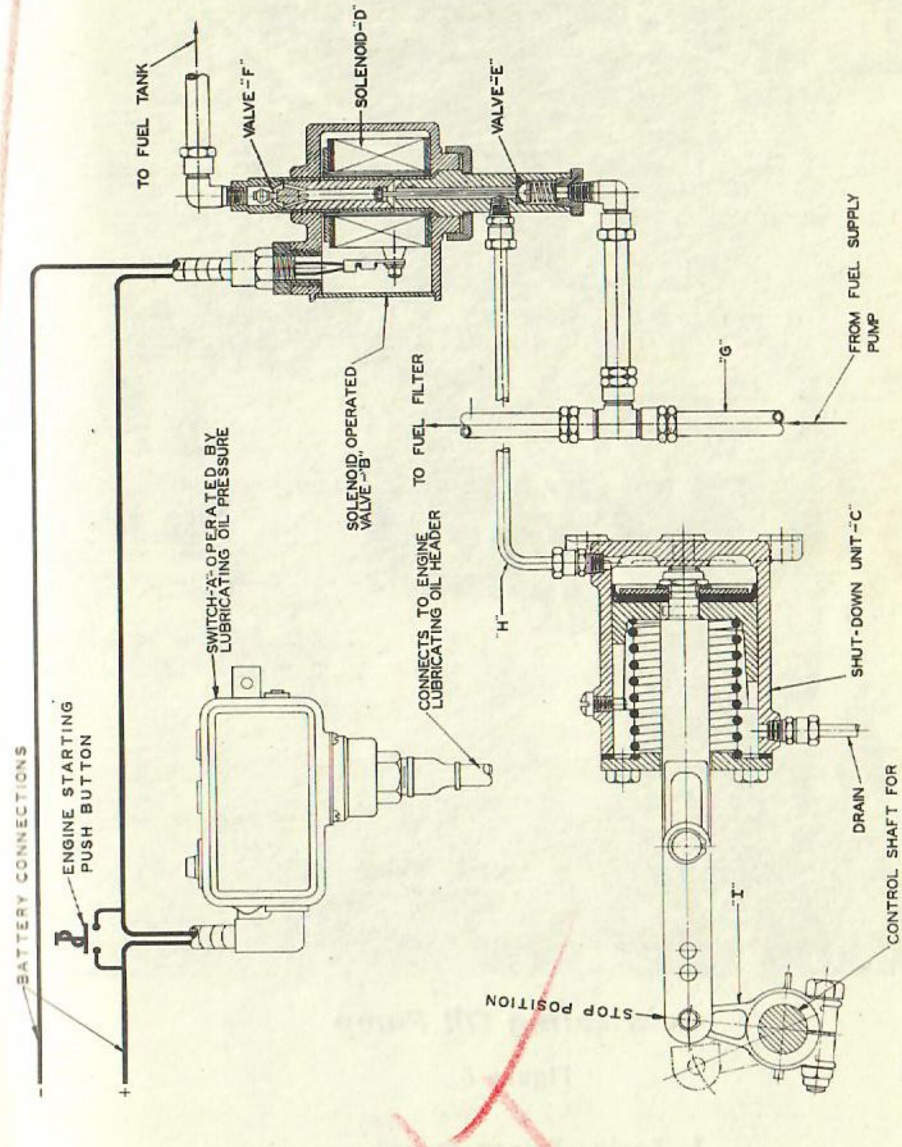
TO FUEL TANK
VALVE-"F"
SOLENOID-"D"
VALVE-"E"
FROM FUEL SUPPLY PUMP
"G"
TO FUEL FILTER
SOLENOID OPERATED VALVE-"B"
SWITCH-"A" OPERATED BY LUBRICATING OIL PRESSURE
CONNECTS TO ENGINE LUBRICATING OIL HEADER
"H"
SHUT-DOWN UNIT-"C"
DRAIN
CONTROL SHAFT FOR INJECTION PUMPS
"I"
STOP POSITION
BATTERY CONNECTIONS
ENGINE STARTING PUSH BUTTON
+
−
3032-4

Engine Protective Shut-Down System
Figure 4

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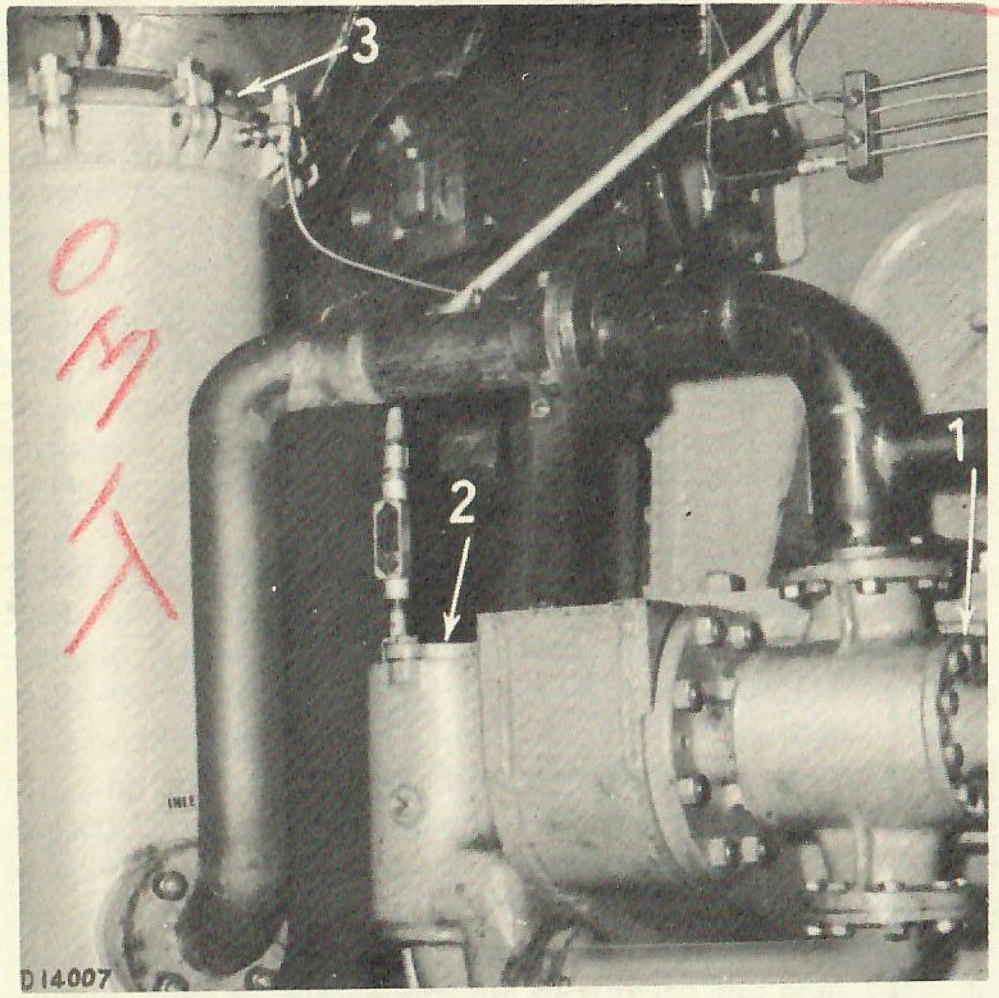
LUBRICATING OIL PUMP

Worn gears or bearings will be indicated by excessive noise even though the pump is delivering oil properly. If the pump is unable to maintain pressure, there may be excessive clearance between the gears and the casing.



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Lubricating Oil Pump

Figure 5

1. **Engine Driven Pump**
2. **Lube Oil Suction Strainer**
3. **Lube Oil Full Flow Filter**

copy

MAINTENANCE OF LUBRICATING OIL PUMP

In order to service the pump properly it should be removed from the engine. Disconnect the drive chain from the pump sprocket before removing the bolts which fasten

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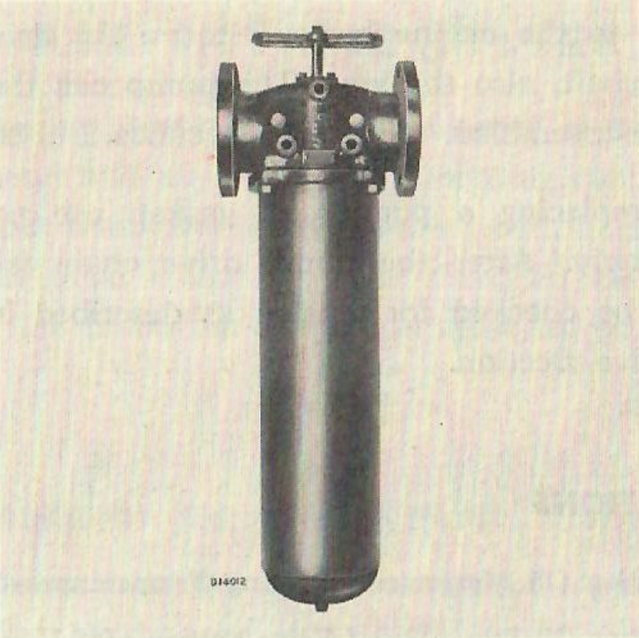
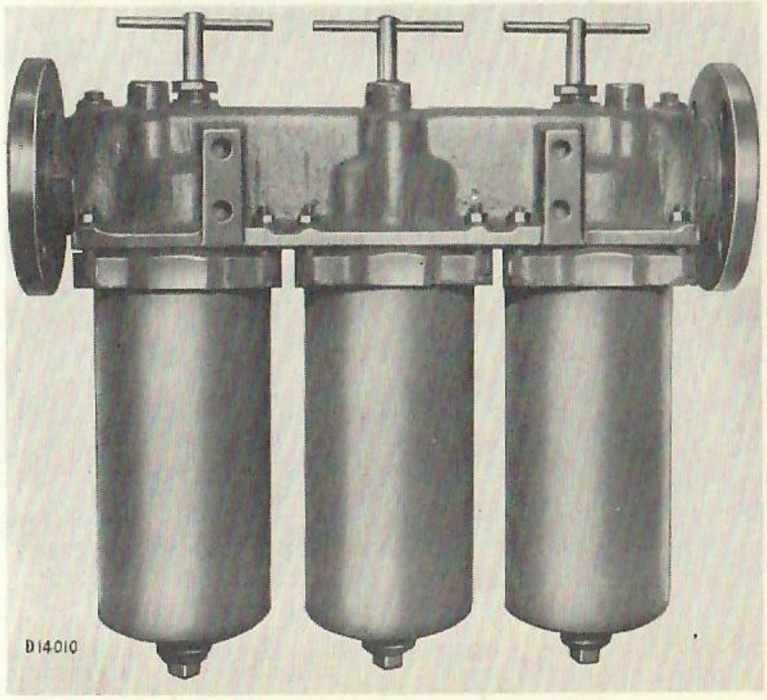


Lubricating Oil Strainer

(Single Unit Type)

Figure 6



Lubricating Oil Strainer

(Three Unit Type)

Figure 7

the pump to the engine base. Remove the drive sprocket from the shaft, also the key. The pump can then be completely dis-assembled. (See Maintenance Bulletin.)

When replacing a pump and gasket, use permatex on bedplate only. After the pump drive chain is connected, it should be checked for tension as described in Auxiliary Chain Drive Section.

SPECIFICATIONS

Lubricating Oil Maximum Operating Temperature—°F.....	200
*Lubricating Oil Pump Relief Valve Setting—P.S.I..........	125
Lubricating Oil Filter Relief Valve Setting—P.S.I.........	35

* The setting shown is approximate and must be adjusted to obtain 50 P.S.I. pressure on gauge, located in the locomotive cab, when engine is operating at full speed with normal lubricating oil temperature (at least 155°F.) and clean elements in the lubricating oil filter.

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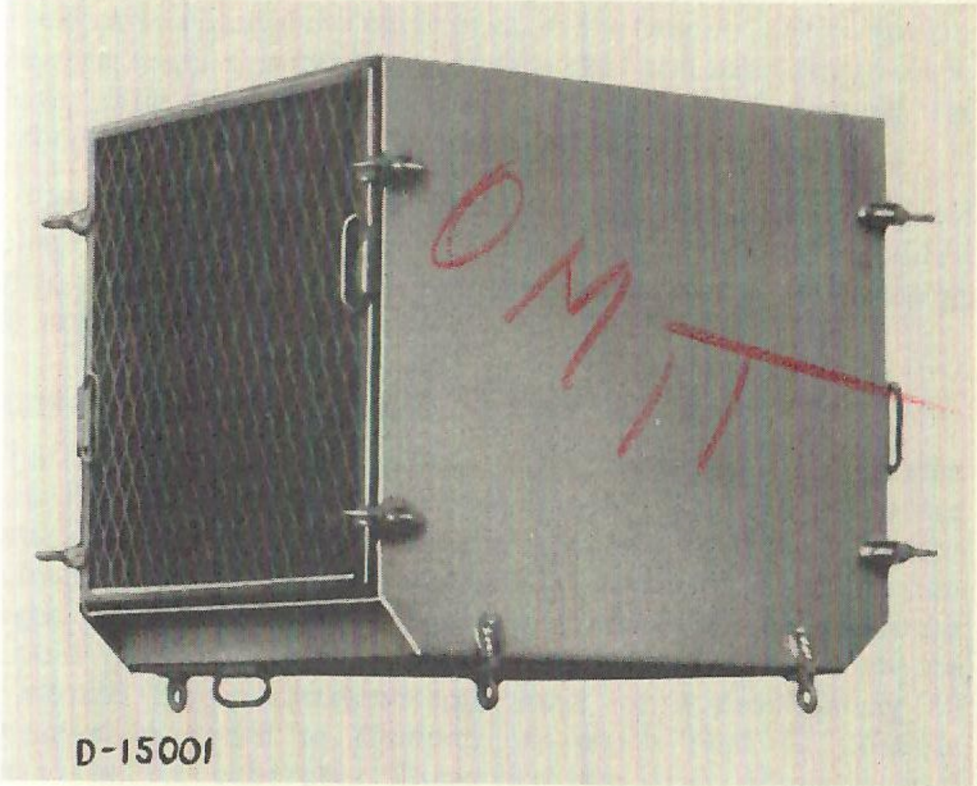
AIR INTAKE FILTER

The engine air intake filter and silencer is made up of a sheet metal and expanded metal housing containing two, three, or four removable elements filled with finely shredded metal. The oiled surfaces of the shredded metal remove dust from the intake air insuring a clean air supply to the engine.

MAINTENANCE OF AIR INTAKE FILTER

The maintenance of air filters consists of regular cleaning and re-oiling of the elements. Consult your Maintenance Chart and Maintenance Bulletins for schedule and cleaning procedure.



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Three Element Air Intake Filter and Silencer

Figure 1

NOTES

TURBOCHARGER

The engine when supercharged is equipped with an Elliott Model-H turbocharger located at the generator end of engine. The turbocharger is a self-contained unit consisting of a gas turbine and a centrifugal blower mounted on a common shaft. The exhaust gas turbine utilizes the energy in the exhaust gases to drive the centrifugal blower. The blower supplies air to the engine cylinders, through the air intake manifold, at a pressure above atmospheric pressure.

TURBOCHARGER LUBRICATING OIL SYSTEM

The turbocharger is lubricated from the engine lubricating oil system. The lubricating oil pressure will vary somewhat as the engine speed varies but the pressure at the turbocharger inlet should be 22 to 25 P.S.I. at full engine speed. If the inlet pressure is not 22 P.S.I. at full engine speed, check the setting of the by-pass relief valve located in the lubricating oil inlet line to the turbocharger.

The lubricating oil flowing to the turbocharger should be kept in as clean a condition as possible and care should be taken to change the cartridges, in the engine lubricating oil filter, at regular intervals to insure that the lubricating oil is clean. The temperature of the lubricating oil leaving the turbocharger should not exceed 210°F.

Item 117

When installing a new turbocharger, the lubricating oil inlet, located on the top of turbocharger, should be filled with new lubricating oil before connecting the lubricating oil supply line.

TURBOCHARGER COOLING WATER SYSTEM

The turbocharger is cooled by circulating the engine jacket water through the turbocharger. The cooling water enters at the bottom of the intermediate casing and is circulated through the turbocharger by means of internal passages. The water temperature rise through the turbocharger should not exceed 30°F. Before shutting down the engine it should be operated without load for approximately 10 minutes in order to dissipate as much heat as possible from the turbocharger. There are two drain plugs located at the bottom of the turbine casing. The plug located on the right hand of the turbocharger center-line, when looking toward the turbine inlet, provides a means of draining the turbocharger cooling water jacket. This plug should be removed whenever the engine cooling system is being drained, refer to Cooling Water System. The other plug is the turbine casing drain and provides a means of draining any condensate or rain which might collect in the bottom of the turbine casing. This plug should be opened when the engine is shut down for any length of time and left open until starting up again.

AIR INTAKE MANIFOLD PRESSURE

The pressure in the intake manifold should be checked occasionally. An increase in manifold pressure above normal indicates that the engine is burning an excessive amount of fuel and adjustments should be made to correct the condition. A decrease in manifold pressure below normal may be caused by any one or several of the following conditions:

a. Leaks in the air intake manifold.
b. Nozzle ring failed or damaged.
c. Faulty bearings in turbocharger.
d. Restrictions in air filter due to dirt.
e. Excessive dirt on blower impeller and diffuser ring.

MAINTENANCE OF TURBOCHARGER

If any failure occurs which requires disassembly of the turbocharger or its components, contact the nearest Baldwin-Lima-Hamilton Sales Office where arrangements can be made for reconditioning the turbocharger. Use care in handling a dismounted turbocharger.

Omit

SPECIFICATIONS

The following data will be useful for checking condition and performance of the turbocharger:

AVERAGE OPERATING CONDITIONS:	4 Pipe	3 Pipe
Turbocharger discharge pressure at full load, P.S.I.	6-8	6-8
Blower speed at full load, R.P.M.	9900	12000
Blower speed at idle, R.P.M.	1450	1700
Rundown Time—minimum, seconds	100	50
*Approximate temperature of exhaust gases °F. at:		
Exhaust elbows	800	800
Turbine inlet	1000	1000
Turbine outlet	800	800

* ±50°F. is an acceptable variation.

TURBOCHARGER ALLOWABLE LIMITS:		
Blower speed—maximum, R.P.M.	14000	17000
Exhaust temperature—turbine inlet °F.	1200	1200
†Maximum exhaust temperature—turbine inlet °F.	1250	1250

† A maximum of four periods of ½ hour each per day.

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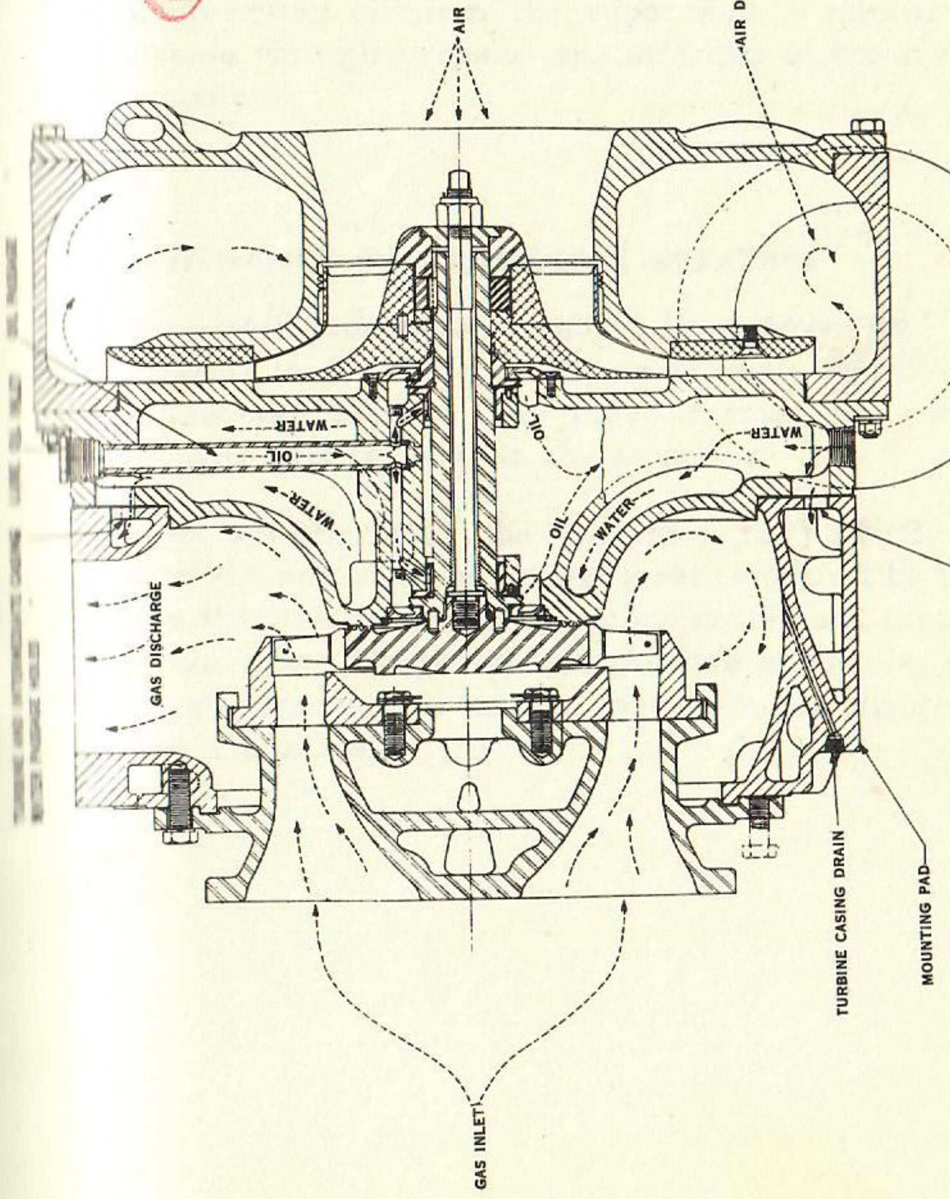


Cross Section Drawing of Turbocharger
Figure 1

NOTES

CRANKCASE BREATHER

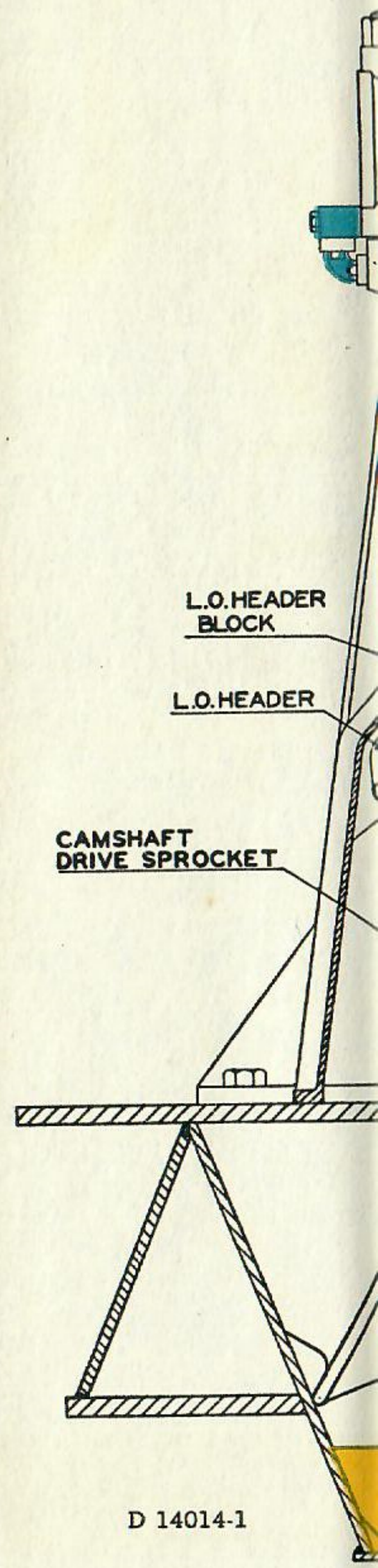
The crankcase breather is located on the exhaust side of the engine. The connection to the crankcase is located at the pump end of engine and is provided with a breather and oil separator unit. The breather and oil separator unit is connected to a breather pipe which is connected to the air inlet to the turbocharger. The oil-laden vapor is drawn from the crankcase, by means of the suction set up in the turbocharger inlet, creating a slight vacuum (approximately ½″ of water) in the crankcase. The oil separator removes the lubricating oil from the vapor and it returns to the crankcase through a drain pipe attached to the bottom of the separator.

MAINTENANCE OF CRANKCASE BREATHER

The oil separator element should be removed and washed thoroughly in a solvent at regular intervals, refer to B.L.H. Maintenance Bulletin. The element must be completely dry before it is replaced in the separator.

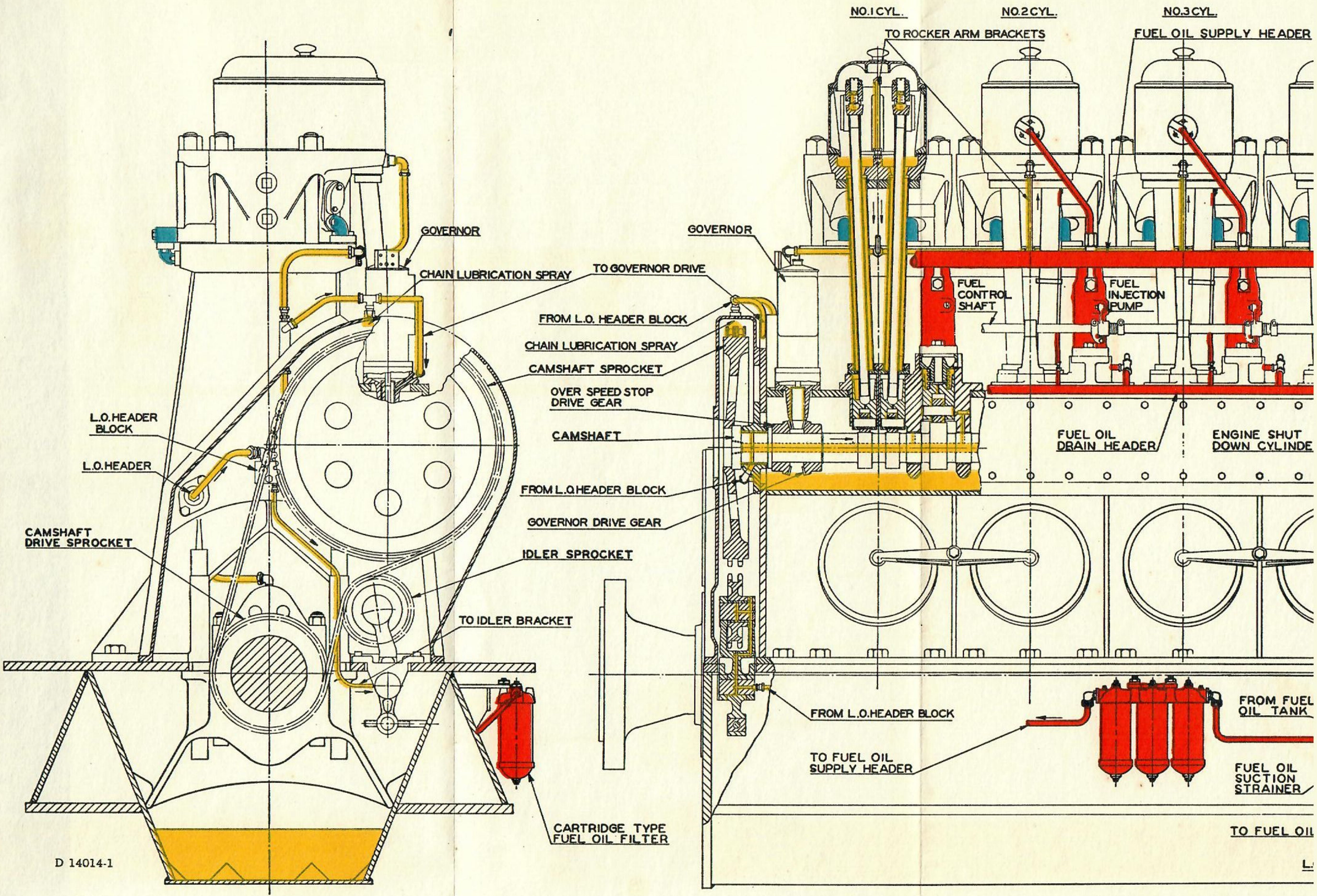
It is essential that the crankcase be perfectly sealed against the admission of air and great care must be taken to assure that the crankcase inspection covers and other openings are tight. The crankcase pressure should be checked at regular intervals to be sure that there is a slight vacuum in the crankcase.

NOTES

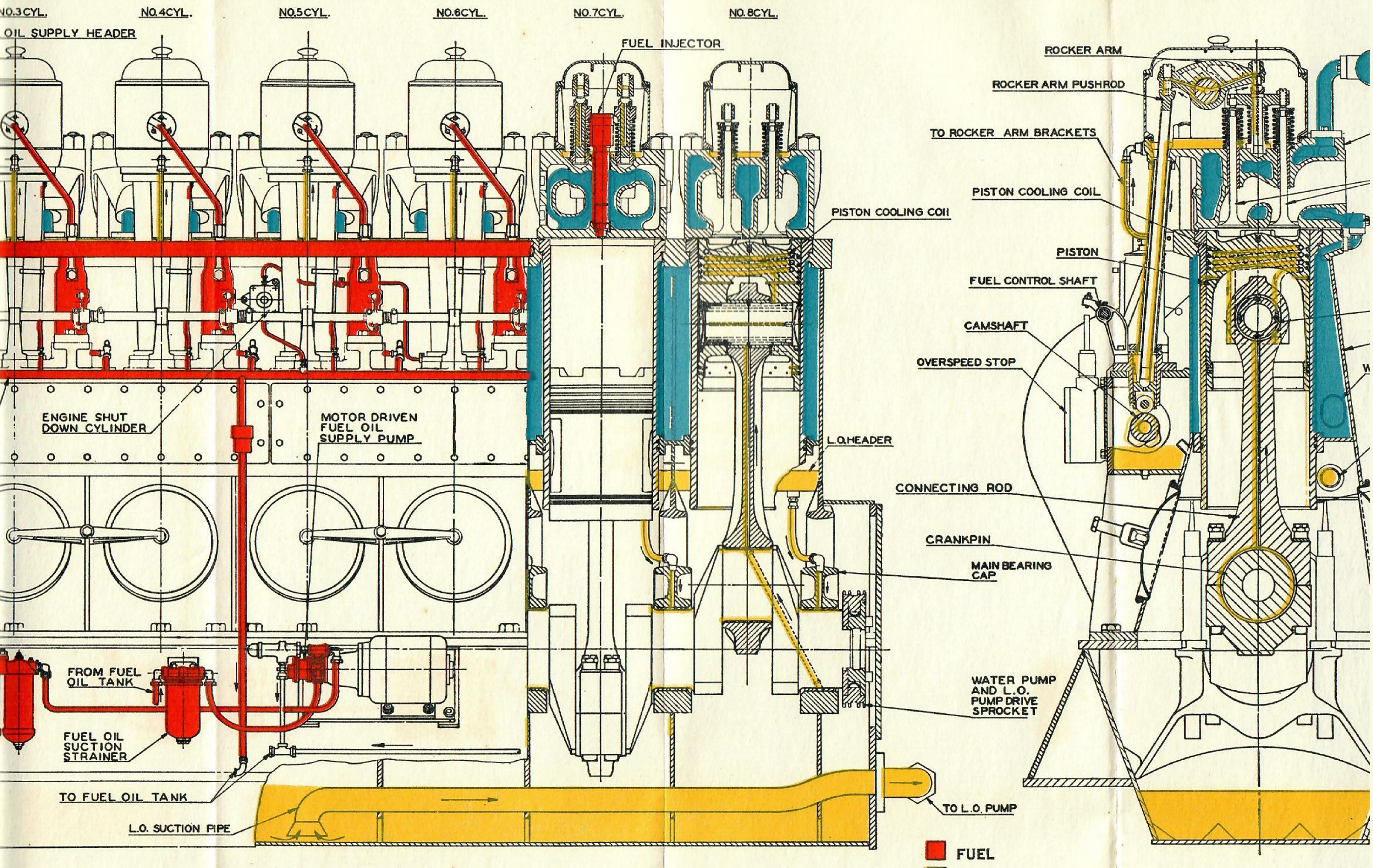

L.O. HEADER BLOCK
L.O. HEADER
CAMSHAFT DRIVE SPROCKET

D 14014-1

E 1703

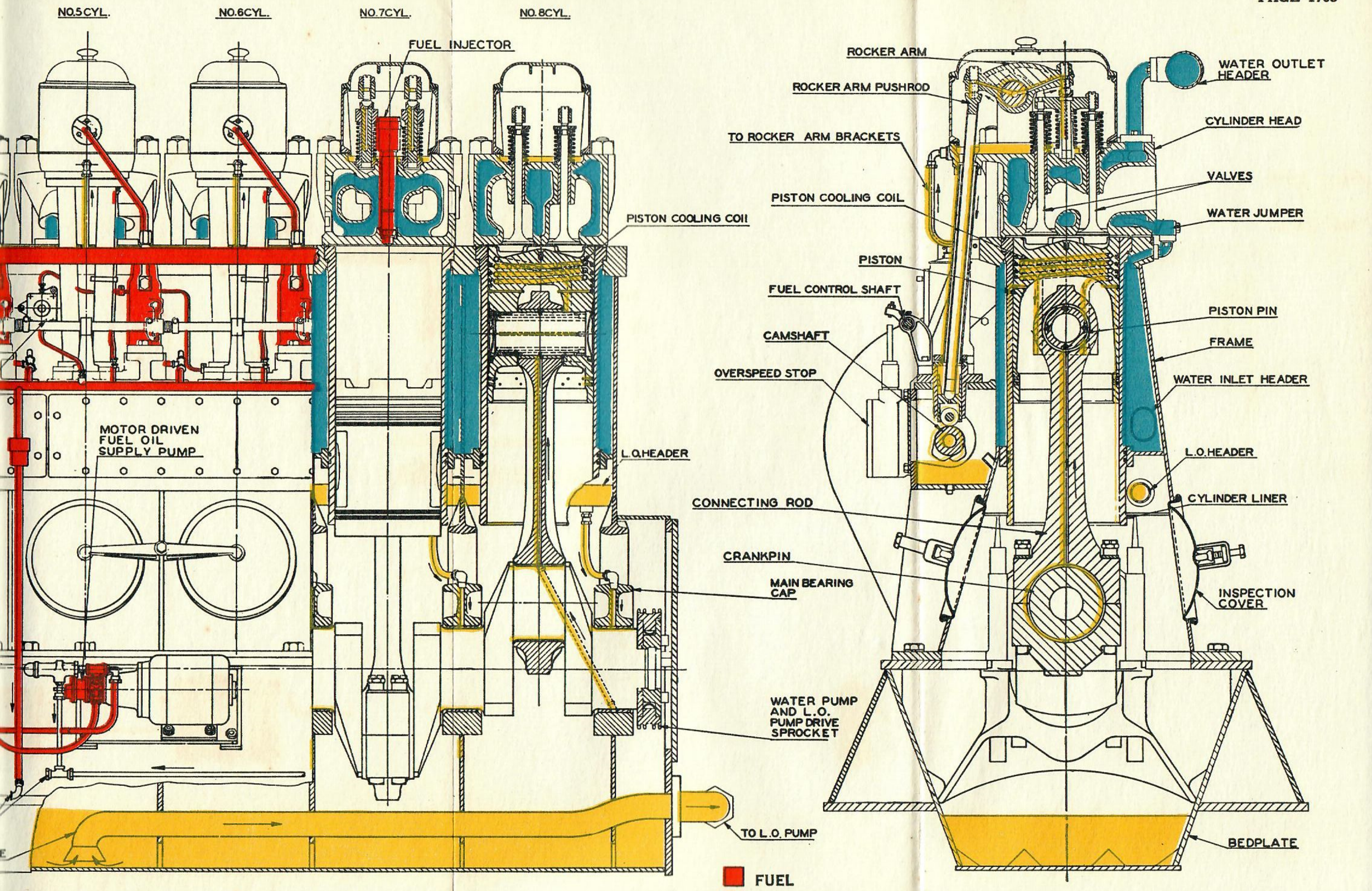

NO.1 CYL.
NO.2 CYL.
NO.3 CYL.
TO ROCKER ARM BRACKETS
FUEL OIL SUPPLY HEADER
GOVERNOR
GOVERNOR
CHAIN LUBRICATION SPRAY
TO GOVERNOR DRIVE
FROM L.O. HEADER BLOCK
CHAIN LUBRICATION SPRAY
CAMSHAFT SPROCKET
OVER SPEED STOP DRIVE GEAR
CAMSHAFT
FUEL CONTROL SHAFT
FUEL INJECTION PUMP
FUEL OIL DRAIN HEADER
ENGINE SHUT DOWN CYLINDE
L.O. HEADER BLOCK
L.O. HEADER
FROM L.O. HEADER BLOCK
GOVERNOR DRIVE GEAR
CAMSHAFT DRIVE SPROCKET
IDLER SPROCKET
TO IDLER BRACKET
FROM L.O. HEADER BLOCK
FROM FUEL OIL TANK
TO FUEL OIL SUPPLY HEADER
FUEL OIL SUCTION STRAINER
CARTRIDGE TYPE FUEL OIL FILTER
TO FUEL OIL
L
D 14014-1

Section Drawing of Lubricating Oil an


NO.3CYL.
NO.4CYL.
NO.5CYL.
NO.6CYL.
NO.7CYL.
NO.8CYL.
OIL SUPPLY HEADER
FUEL INJECTOR
ROCKER ARM
ROCKER ARM PUSHROD
TO ROCKER ARM BRACKETS
PISTON COOLING COIL
PISTON COOLING COIl
PISTON
FUEL CONTROL SHAFT
CAMSHAFT
OVERSPEED STOP
L.O.HEADER
CONNECTING ROD
CRANKPIN
MAIN BEARING CAP
WATER PUMP AND L.O. PUMP DRIVE SPROCKET
TO L.O. PUMP
ENGINE SHUT DOWN CYLINDER
MOTOR DRIVEN FUEL OIL SUPPLY PUMP
FROM FUEL OIL TANK
FUEL OIL SUCTION STRAINER
TO FUEL OIL TANK
L.O. SUCTION PIPE

ection Drawing of Series 600 Engine Showing Fuel Oil, ubricating Oil and Cooling Water Systems on Engine

🟥 FUEL
🟨 LUBRICATING OIL
🟦 COOLING WATER


NO.5 CYL.
NO.6 CYL.
NO.7 CYL.
NO.8 CYL.
FUEL INJECTOR
PISTON COOLING COIL
MOTOR DRIVEN FUEL OIL SUPPLY PUMP
L.O. HEADER
ROCKER ARM
ROCKER ARM PUSHROD
TO ROCKER ARM BRACKETS
PISTON COOLING COIL
PISTON
FUEL CONTROL SHAFT
CAMSHAFT
OVERSPEED STOP
CONNECTING ROD
CRANKPIN
MAIN BEARING CAP
WATER PUMP AND L.O. PUMP DRIVE SPROCKET
TO L.O. PUMP
WATER OUTLET HEADER
CYLINDER HEAD
VALVES
WATER JUMPER
PISTON PIN
FRAME
WATER INLET HEADER
L.O. HEADER
CYLINDER LINER
INSPECTION COVER
BEDPLATE
E
🟥 FUEL
🟨 LUBRICATING OIL
🟦 COOLING WATER

0 Engine Showing Fuel Oil,
Water Systems on Engine